

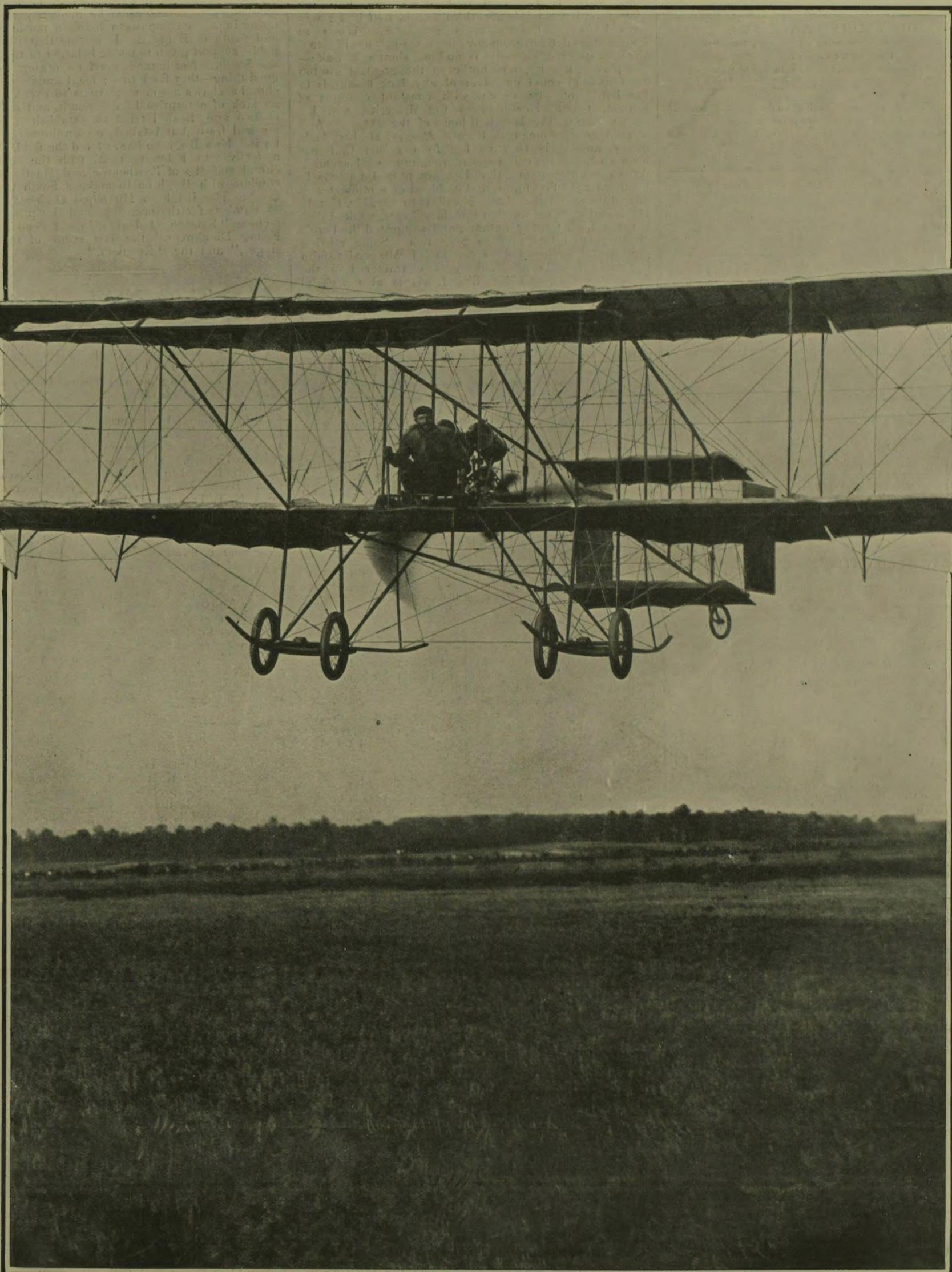
THE ILLUSTRATED LONDON NEWS

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THE LONGEST FLIGHT EVER MADE ON A HEAVIER-THAN-AIR MACHINE: MR. HENRY FARMAN FLYING 118 MILES IN 3½ HOURS AT RHEIMS.

The chief event of the great aviation meeting which closed last Saturday at Rheims was the Grand Prix de la Champagne, for length of flight. Mr. Farman's victory was somewhat unexpected, as during the week he had not performed any very notable feats. But on the Friday, the last day but one of the meeting, he flew a distance of 118 miles in 3 hours 15 minutes, thus breaking all previous records for time and distance. It was dark for some time before Mr. Farman ended his long flight, and his biplane was invisible to the spectators. When he alighted near the grand stand at a quarter to eight the crowd greeted him with immense enthusiasm; but he was so exhausted and cold after being so long in the air that he could not say a word, and nearly fell as he stepped out of his seat. The prize for the Grand Prix was £2000.

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ART AND HUMOUR.

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THE PLAYHOUSES.

"ARSÈNE LUPIN" AT THE DUKE OF YORK'S.

JUDGED even by the not too lofty standard at which it aims, the standard set, say, by "Raffles," there is no denying that "Arsène Lupin," one more drama of crime with a gentleman thief as hero, falls sadly below the mark during the first two of its four acts, and it is only in the final act that it really works up to the proper pitch of excitement. The essential thing in a play of this sort, the only way in which we can have drama at all, is for the criminal-hero to take risks of detection or to be in real danger at the hands of the law. Now, Arsène Lupin, who it must be admitted is an improvement on others of his kind in that he makes his exploits more difficult of accomplishment by warning his victims or the police beforehand, is perfectly safe, is not seen robbing, during half the piece; and not until the third act is well under way does he come under serious suspicion. When at length his detective enemy begins to "tumble to" the identity of Arsène—he is nothing short of a duke—the play wakes up, and not even the greatest glutton for sensation could complain of any lack of thrills in the battle of wits which, with constant changes of fortune, takes place between the detective and his quarry during the last half-hour of the action. And since it is a woman that puts Arsène at his foe's mercy, and it is to save her from prison that her lover abandons his coign of vantage, and to all seeming throws up the game, that last act proved immensely popular on the first night, and its blend of sentiment and adventure saved the play. Needless to say, Mr. Gerald Du Maurier, in yet another "Raffles" rôle, worked desperately hard for his authors, and suggested the hero's slickness and buoyancy to perfection. Some stirring sentimental scenes fall to the lot of Miss Alexandra Carlisle. Mr. Dennis Eadie gets character into the detective's part, and Mr. Eric Lewis is also a useful member of the cast.

"A SENSE OF HUMOUR." AT THE PLAYHOUSE.

In "A Sense of Humour" Mr. Cosmo Hamilton and his wife, Miss Beryl Faber, are to be congratulated on having written a very bright and jolly little play upon a subject which might have seemed hackneyed were it not handled by them with real freshness of humour. Their theme is the not unfamiliar theme of one man's wife and her rival's husband avenging themselves on their flirtatious spouses by pretending to pay them out in their own coin. The idea is that of Lady Hutton, a woman of charm and good sense, and with a sound philosophy of sex which she is, perhaps, too fond of elaborating in conversation, and she has some trouble in getting her ally, Major Hay, to back up her lead. The Huttons and Hays are sharing a cottage in the Isle of Mull, and one morning the Major discovers his wife and Sir William kissing each other. He is for violent measures till Lady Hutton puts forward her scheme of reprisals. They are to go one better in love-making than the guilty pair, and read them a lesson. The game goes well enough; the joke remains good so long as the other pair show their dismay. It is another pair of shoes when these tumble to the game, and punish their tormentors by redoubling their professions of mutual regard. Then the conspirators begin to doubt the wisdom of their policy—a sense of humour is for other people's affairs—and the Major is inclined to lose his temper. But Lady Hutton counters her husband with a master stroke; she takes up her candle and drags off her partner to her boudoir. No sooner is the move complete than she grows nervous, but it succeeds. For very shortly her husband breaks open her doors to reproach his friend with perfidy, and later the Major's wife appears to accuse Lady Hutton of being a "light" woman. Here is the cue for explanations and reconciliations, and the play ends, as it began, on the comedy plane. There is no lack of wit in the piece, and there is also a proper regard for character, while the heroine has a delightful representative in Miss Beryl Faber, who makes full use of her rich contralto voice, keeps a light touch throughout her scenes, and always suggests good temper. Mr. Guy Standing as the awkward Major, Mr. Leslie Faber as the Baronet, and Miss Auriol Lee all render capital support.

MUSIC.

UNDoubtedly, the musical event of the past week was the production at the Lyric Theatre of Wagner's very early opera, "Rienzi." Thirty years or more have passed since Carl Rosa gave the work its first hearing in London at Her Majesty's Theatre, long before the Wagner cult was known in this country. Mr. Charles Manners has clearly given thought, time, and money to the production, and it has been greeted with popular acclaim and critical suggestions that Wagner would have done better to leave it unwritten, and that, in any case, it is the early sin of a dead man who did much to atone for a first transgression. This attitude is a little unfair, for it does no more than reflect the mind of those who know the later Wagner intimately. To the opera-goer who knows little or nothing of the "Ring," the "Meistersinger," and "Tristan," who likes the cheap and florid operas that were popular in Early Victorian days, it is hard to see what fault there is to find with "Rienzi." It is no worse than "L'Etoile du Nord," "L'Africaine," "Trovatore," "Lucia di Lammermoor," "La Sonnambula," and a dozen other works that are still popular with a certain class that may be supposed to have another generation to live. "Rienzi" reflects the mind of a man whose instinct for the theatre was well developed without being subtle, the mind of a musician who had a keen sense of effect, and held that the end justified the means. Wagner had realised when he wrote "Rienzi" the faults and failings that made Meyerbeer the idol of the hour, but he had not realised that

Meyerbeer's qualities—for the most part, defects in disguise—were reflected in his own score. To look at the score of "Rienzi" is to see the essence of the vulgarity that made the composer of "Les Huguenots" popular. The human mind and the popular taste are slow to change, and it is more than likely that "Rienzi"—apart from its interest to the student of Wagner, who likes to trace the broad river of inspiration to its insignificant source—will have a popular success in districts remote from the chief musical centres of Great Britain. It is old-fashioned, but has all the elements of popularity, in which respect it resembles "Samson et Dalila," of which Mr. Charles Manners has just acquired all the performing rights for the English version. Rivals who wish to present Dr. Saint-Saëns' work on the provincial stage must present it in French.

Sir Edward Elgar succeeded in offending a large number of musicians when he made a perfectly fair but rather impolitic comparison between music in the North and South of England. It is true that the measure of public support given to music is larger in the North than the South. Northerners need no urging to support a good thing—they flock to it; local ambitions are keener, choral societies are more anxious to excel. But there is no lack of enterprise in the South, and only a year or two ago Bexhill tried to establish a South Coast musical festival and failed to gain the necessary support for it. Now Brighton has entered the field, and will hold a festival in February next, with the support of the choral societies of Eastbourne and Hastings, which will combine with Brighton to make a South Coast Festival Choir. The Brighton Municipal Orchestra will double its numbers for the occasion, and the programme is to include "Samson et Dalila," the second act of "The Flying Dutchman," the last scene of the "Meistersinger," and the "Requiem."

TWO NEW BOOKS.

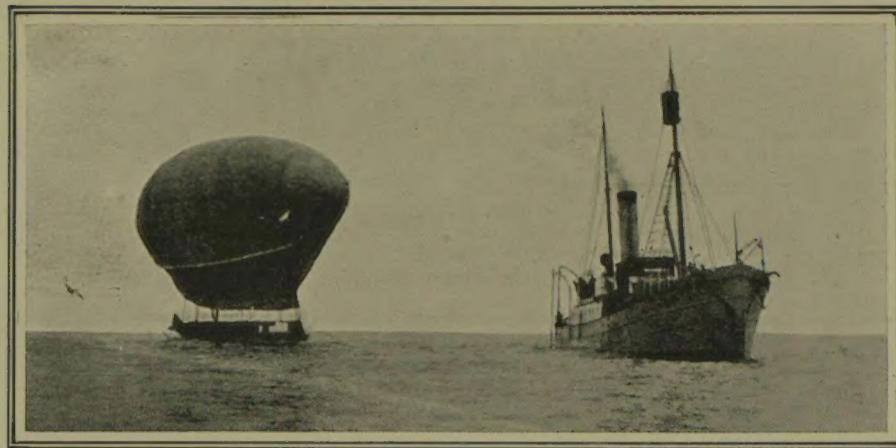
"The Record of the University Boat Race."

Mr. C. M. Pitman, himself an old Oxford blue, who rowed in the historic race for four years (1892-1895), has compiled a volume which will appeal not only to rowing men, but to all sons of the twin *Almae Matres* who take an interest in the athletic side of University life. The full title of the book, which is most tastefully and appropriately bound in light and dark blue, is "The Record of the University Boat Race, 1829 to 1909, and Register of Those who have Taken Part in it" (Fisher Unwin). The price is a guinea net, and the edition is limited to 550 copies, of which 500 only are for sale. Basing his work on the previous records compiled by G. G. T. Treherne and J. H. D. Goldie, published in 1881 and 1883, Mr. Pitman has carefully revised the history of the earlier races, in the light of contemporary newspaper accounts. Except in the last few chapters, on recent races, he has avoided criticism of individual form, and confined himself to historical facts. A separate chapter is devoted to each race, with a list of the crews, and some other famous contests of colleges and clubs at Henley Regatta and elsewhere are also included. These chapters are followed by some miscellaneous notes, a map of the Putney to Mortlake course, a table of winners, and an alphabetical register of Oxford and Cambridge rowing blues, giving the name and address, years, school, college, degrees, and other rowing honours.

"The Bride of the Mistletoe." All the poetry, the harmony of words, the felicity of expression that give Mr. James Lane Allen's books their distinction are to be found in "The Bride of the Mistletoe" (Macmillan); but it is not likely to capture the popularity of his earlier work. People who have read "The Kentucky Cardinal" or "The Increasing Purpose" enjoy the clear thought of them long afterwards, while the impression left by "The Bride of the Mistletoe" is a confusion, a riot of imagery and exacerbated sensibilities. The symbolism is beaten too thin; the fine perceptions of the central woman are morbid. It is a wire-drawn performance, out of touch with the realities of life, however ingeniously it may piece together the age-long mystery of Christmas as the forest festival. Mr. Allen has been led astray by his own imaginative genius, and his wanderings engender some impatience instead of the delicate delight that the music-loving ear has come to expect from him. The crux of the matter seems to be that life is too rich, too many-sided a thing to be crammed into the narrow compass of the Christmas legend, although the history of the tree is taken back to primæval beginnings and up through the pageant of royal Egypt to the forests of the North. It is ungracious to pick holes in the work of a true artist, but the art which is founded on fictitious premises will not endure. And yet what other living writer could give us this? "During the night it turned bitter cold. When morning came the sky was a turquoise and the wind a gale. The sun seemed to give out light but not heat—to lavish its splendour but withhold its charity. . . . The ground, whenever the stiff boots of a farm-hand struck it, resisted as rock. In the fetlocks of farm-horses, as they moved shivering, balls of ice rattled like shaken tacks. The little roughnesses of woodland path snapped off beneath the slow-searching hoofs of fodder-seeking cattle like points of glass." Nobody, since Thoreau died, can equal Mr. Allen in his descriptions of the North American winter.

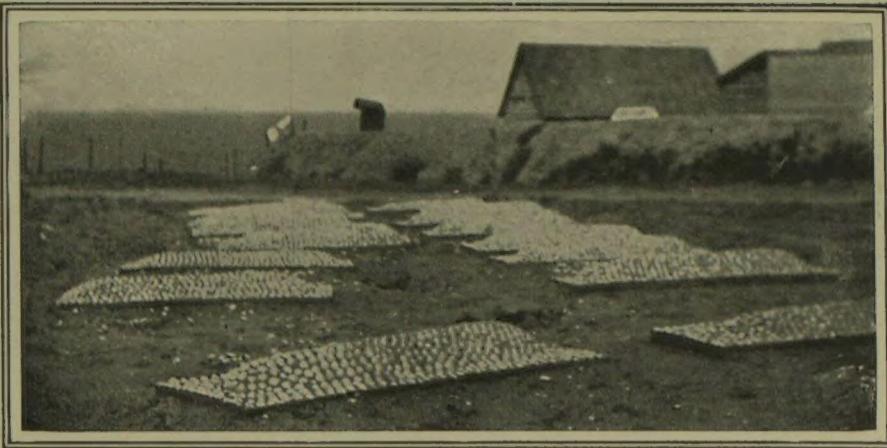
Mr. Grant Richards writes to complain of the suggestion, contained in our review of Mr. John Davidson's "Fleet Street and Other Poems," that the letter printed at the beginning was not intended by the author for publication. He says, "It was Mr. Davidson's intention that the preface in question—it was not a letter—should be published, and published exactly as it was published, in the forefront of 'Fleet Street and Other Poems.'"

EVENTS RECORDED BY THE CAMERA.



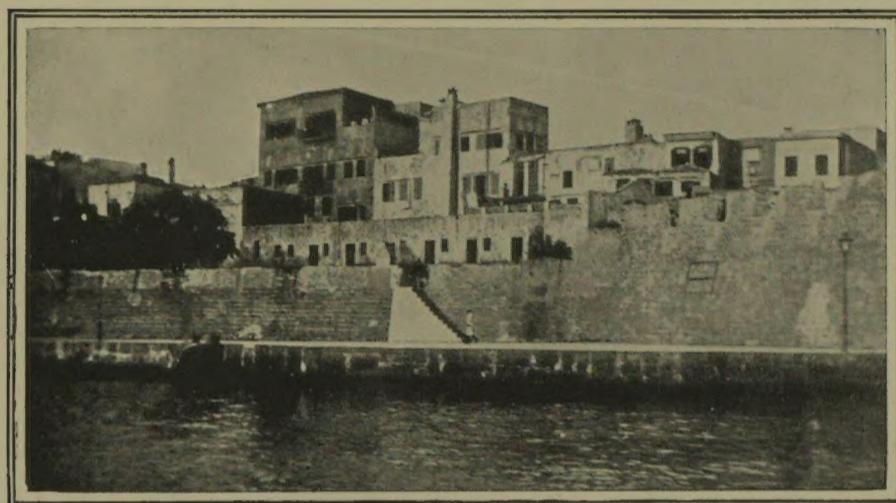
A CHANGE OF ELEMENTS, FROM AIR TO SEA: THE WELLMAN AIR-SHIP BEING TOWED BY THE "FRAM."

When Mr. Walter Wellman started recently in his air-ship in quest of the North Pole, disaster overtook him soon after he left Spitzbergen. A guide-rope broke, and the vessel became unmanageable. The steamer "Fram" came to the rescue, and brought it back to Virgo Bay.



Photo, Haefliger.
SHELLS INSTEAD OF FLOWERS: THE GRAVES OF SPANISH SOLDIERS AT MELILLA TENDED BY THEIR COMRADES.

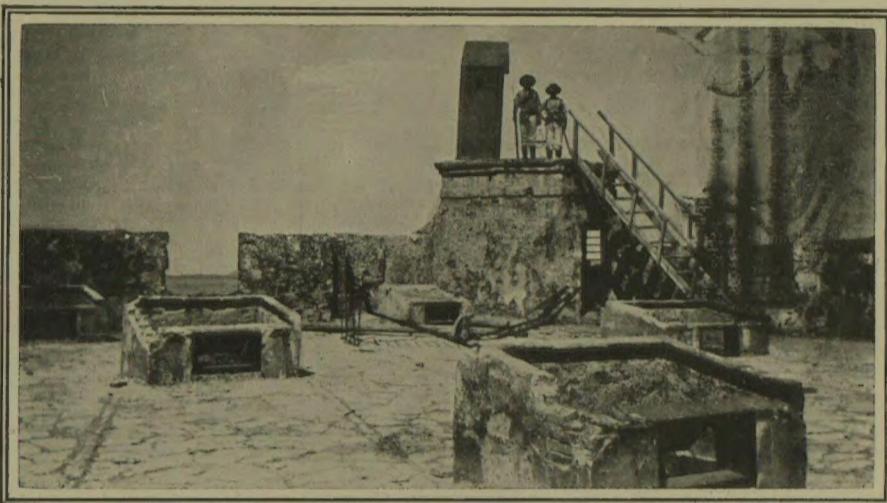
Pathetic interest is added to the graves of the Spanish soldiers who have lost their lives in the Melilla campaign by the attention which their comrades pay to them. They occupy their spare time in adorning the graves with sea-shells gathered on the beach.



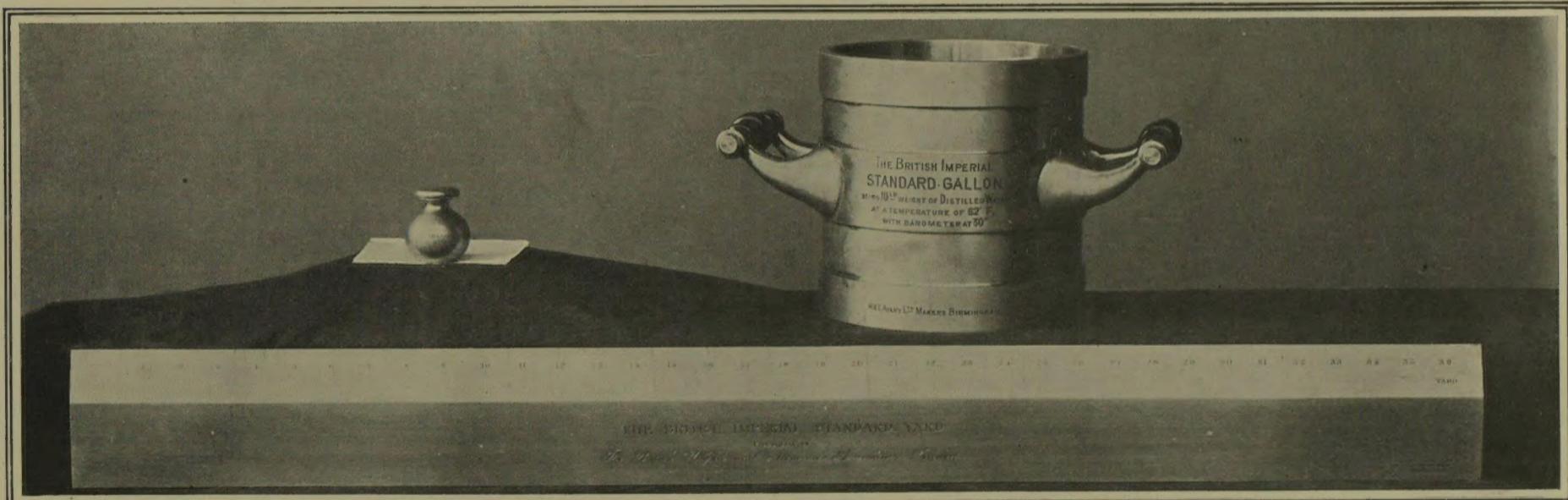
THE FORT ON WHICH THE GREEK FLAG WAS FLOWN.

CUTTING DOWN THE GREEK FLAG AT CANEA.

When the International Fleet arrived at Canea on August 18, they had orders to cut down the Greek flag which was flying from the Fort. Four sailors, one taken as a representative from each of the Powers, were ordered to cut down the flagstaff, which they accordingly did.



THE PARAPET ON WHICH THE FLAG WAS HOISTED.



Photo, Ambler.
WILL CHINA ADOPT BRITISH WEIGHTS AND MEASURES? STANDARD EXAMPLES PRESENTED TO THE CHINESE GOVERNMENT.

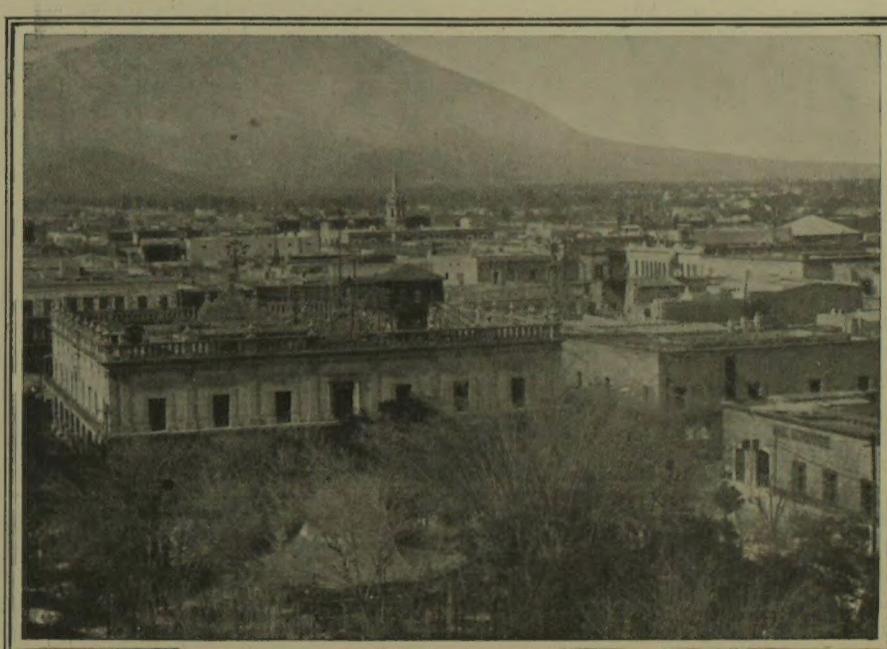
At the Chinese Legation in London an interesting presentation has recently taken place. The British Weights and Measures Association handed to the Chinese Minister copies of the British standards: yard, pound, and gallon. There are only two primary standards, the yard and the pound; the gallon is a derived standard. The primary standards are carefully preserved in the Government Archives in London. Copies are made for actual use, and these are compared with the originals every twenty years.



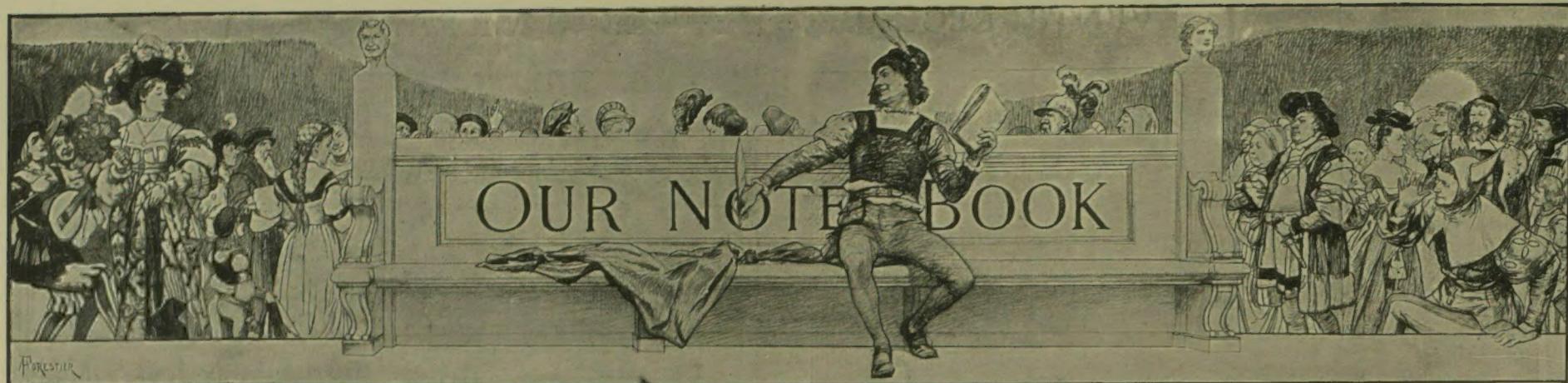
A BIRD'S-EYE VIEW OF MONTEREY.

A DISASTER THAT COST TWO THOUSAND LIVES: MONTEREY, MEXICO'S MOST BEAUTIFUL CITY, PARTIALLY DESTROYED BY FLOOD.

Monterey, which has been almost destroyed by an appalling flood, is one of the most beautiful cities in Mexico, situated on a fertile plain surrounded by magnificent mountains. The city is built partly of stone and partly of wood, a large number of houses being built of wood only, which would make little resistance to the flood. In the city and district 2000 people are believed to have been drowned and 30,000 rendered homeless. The flood was caused by the river, which had been steadily rising for some days, bursting its banks at midnight.



Photos, Underwood and Underwood.
A VIEW OF MONTEREY AND ITS PLAZA.



By G. K. CHESTERTON.

M R. MAX BEERBOHM once maintained that play-goers should go to the theatre as communicants go to church, in the early morning. He said it would favour the earnestness and actuality of the drama. He expressed the opinion (I forget in what exact words) that we should be ashamed to endure the vulgarities and maudlin falsities of most plays if we saw them in the cool morning air, while the dew was still upon the grass. I have no doubt he was right from his own point of view. I have no objection to earnest modern dramas being acted early in the morning, for I am a late riser myself, and they would all be over by the time I got up. I can picture the Early Bird of the *Saturday Review* catching the Worm of the Problem Play. But personally I do not like worms. I might get up early to catch a train or to see the sun rise, or even to take in the milk; but not for the intoxicating pleasure of seeing a sophisticated husband and wife getting on each other's nerves for five acts. I will not let the sun go down upon my wrath; and I do not wish the sun to rise on my depression.

But Mr. Maurice Maeterlinck, another exponent of earnest drama, has started an even more strenuous notion. We have all heard of such a thing as a travelling theatrical company, but Mr. Maeterlinck makes his company travel in a new style. It is not only the actors who have to keep on the move, but the audience too. Instead of the performers pursuing and persuading the public, the public has to be continually trotting after the performers. The following is the account which the newspapers give of the experiment—

“Macbeth” was played last night, under strikingly novel conditions, at the venerable Abbey of Saint Wandrille, at Caudebec-en-Caux, now the residence of the dramatic author, M. Maurice Maeterlinck, all ordinary scenic accessories being discarded. The tragedy was lived rather than acted in the spacious halls, stairs, corridors, and grounds of the abbey, which lent themselves marvellously to the realisation of the tragic incidents in the play, the monastery being built about the same period as the castle at Inverness where Shakespeare's scenes are laid. The witches danced in the moonlight round real cauldrons in the park, and the spectators, who were limited to fifty, followed the actors from point to point and from room to room as the tragedy was unfolded, the effects being weirdly realistic. The rôle of Macbeth was played by M. Severin Mars, that of Lady Macbeth by Mme. Maeterlinck. A special translation of the play was made by M. Maeterlinck for this unique occasion.”

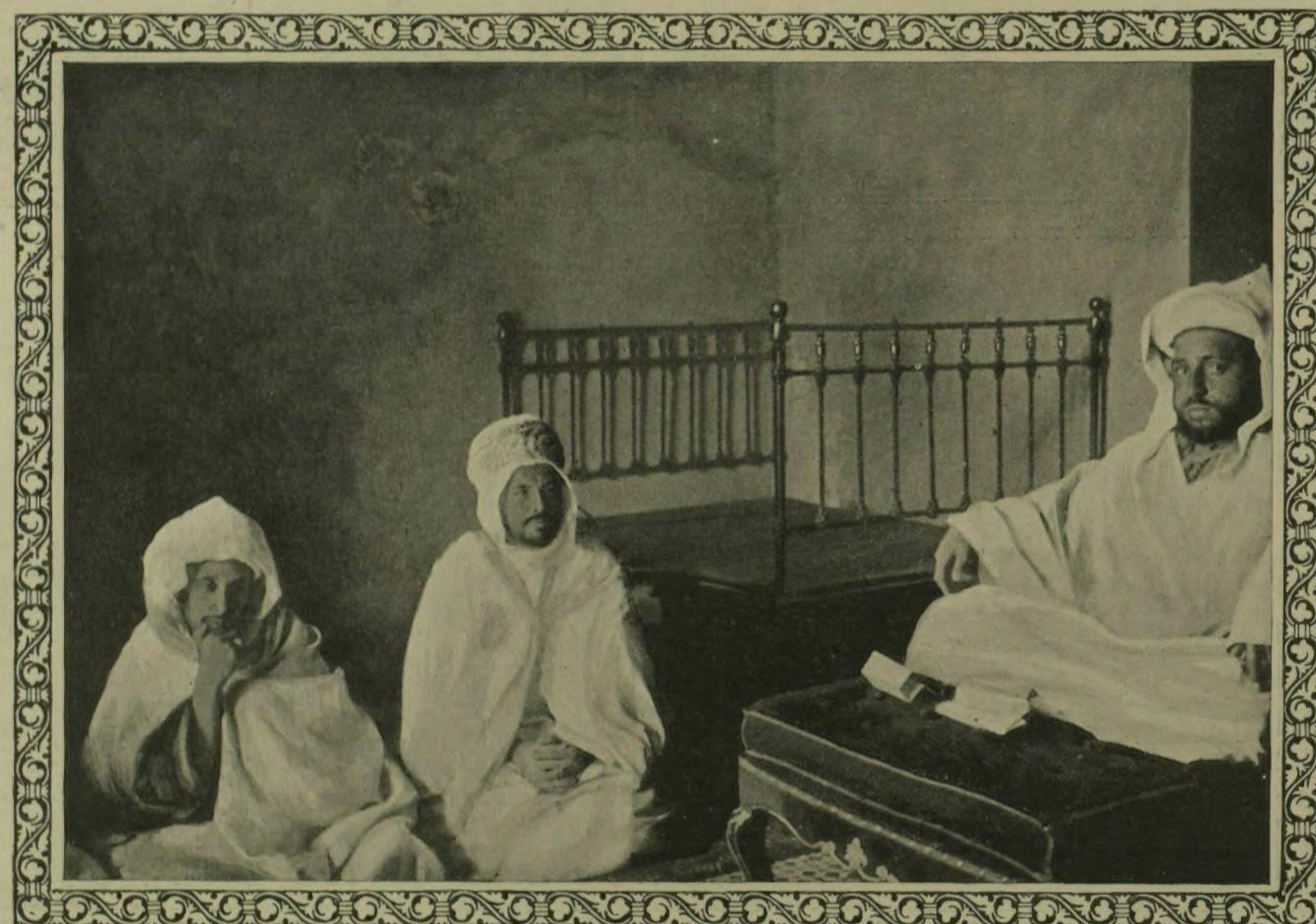
After reading that paragraph one sees a sort of vision of all the theatrical audiences in one's

experience, all the massive dowagers and all the red-faced old gentlemen in all the stalls of the London theatres. I like to think of them being kept on the run, panting up the stairs and padding along the corridors lest they should be too late for the death of Duncan. To get the full athletic value out of the idea, the scenes ought to be so arranged that the changes covered the widest stretch of country, like a gigantic game of Puss-in-the-Corner. The Blasted Heath having been vividly presented in an attic, it would be hurriedly announced that Macbeth's Castle was situated on the tennis-lawn, and the stampede would begin. Many dowagers would doubtless be trodden underfoot, and the effect would indeed, as the newspaper says, be

evidence of an exalted official of Heralds' College by saying that the silly old man didn't even understand his own silly old trade. One is tempted to say of some of the modern evolutionists that the dismal old buffers do not even understand their own dismal old theory.

The theory of the survival of the fittest simply means this: that if there is nothing but dirt, those will survive who will eat dirt. It says nothing about the “height” of dirt-eating people; it does not even indicate that the dirt-eaters will improve the physical universe, let alone the human commonwealth. To hear these people talk you would think that nature conducted a competitive examination in the works

of Ruskin; or put all the animals into a Sunday school where they got marks for politeness and clean collars. The truth at the back of all the confusion is quite simple. The truth is that the evolutionary theory, if true, is totally useless for human affairs. It is enormous, but irrelevant. Like the solar system, it is a colossal trifle. Though the earth is going round we must not be giddy. Similarly, even if we are beasts, we must not be beastly. All these attempts to apply the parallel of physical evolution to our ethical progress end in one of two things. They end in cutting ethics to fit evolution, which means immorality and madness; or they end in cutting evolution to fit ethics, which means unscientific balderdash. Many of our men of science prefer (I am glad to say) the balderdash to the immorality.



A BEDSTEAD IN A SULTAN'S RECEPTION-ROOM: SULTAN MULAI HAFID OF MOROCCO.

Present events in Morocco lend especial interest to this photograph of the Sultan, Mulai Hafid, which is the first taken of him since his accession to the throne, and also the first taken with his consent. In this photograph he is to be seen seated (on the right) in a corner of the hall of the Fez Conference, in surroundings of great simplicity, very different from the usual idea of Oriental luxury. For throne he has a kind of long arm-chair, on which he sits cross-legged, Turkish fashion. In a corner stands an old iron bedstead, with no bedding on it. There is no writing-table, and the Sultan takes notes on his knee, and puts his papers on his chair. The figure in the left-hand corner is Ben Ghabit, interpreter to the French Embassy, and the central figure a Moorish official named Si Abbas.

(See Other Illustration in this Issue.)

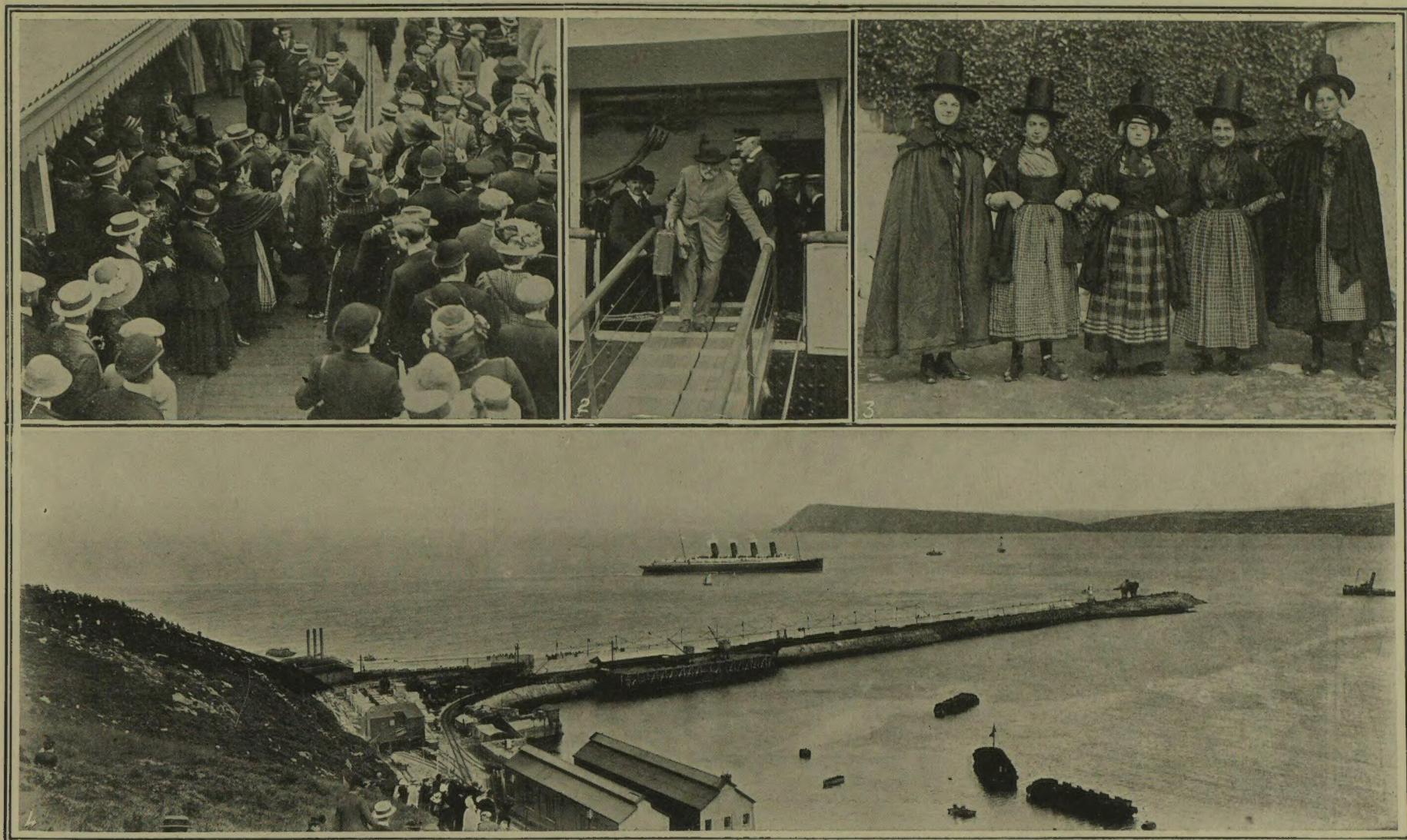
weirdly realistic. At the end of the time all the spectators would be as exhausted as the actors, and some of them as dead as Macbeth.

Yet the idea, though a little alarming, has its philosophical value. It has this peculiar and important effect at least: that it is the only thing that puts any sense into the ordinary way of talking about the survival of the fittest. When people talk as if evolution meant the victory of nobler and loftier creatures, we can at once answer, “Only if the struggle is arranged by Mr. Maeterlinck in his house at Caudebec.” It is only this kind of struggle for life that has any upward tendency. In the same paper which reports Mr. Maeterlinck's experiment I see a report of an address to the British Association at Winnipeg. The report is headed in the paper “Towards the Superman. All but the Highest Types to Die Out.” When will people leave off talking like this? A celebrated lawyer is said to have dismissed the

for life to produce their polished and refined types of virtue, they must adopt Mr. Maeterlinck's method. They must make art or truth an evasive and flying thing for fat old gentlemen to run after. They must reverse the modern crusade for making education easy; they must make it difficult. So far from distributing spelling-books among millions of reluctant children, they should stick one spelling-book on top of a greasy pole or a monkey-tree, to be reached only by some child who was eccentric enough to want it. The entrance to the National Gallery should be a hole fifty feet up in the wall, only to be reached by a desperate climber. The meetings of the Ethical Society should be held in the heart of a dense forest, full of wild beasts. Then, perhaps, they might really produce their ethical Superman, refined, exalted, intellectually beautiful; and a very unpleasant fellow I should imagine he would be.

But if they really want the struggle

RAPID JOURNEYS BY SEA AND AIR: THE "MAURETANIA" AND "ZEPPELIN III."



1. WELSH LASSES IN NATIONAL COSTUME GIVING THE PASSENGERS FROM THE "MAURETANIA" SPRIGS OF HEATHER AS SOUVENIRS.

2. THE FIRST MAN TO LAND AT FISHGUARD FROM AMERICA: MR. JENKIN EVANS, A WELSHMAN, WHO HAS LIVED IN THE STATES FORTY-THREE YEARS.

3. IN THE DRESS WHICH ONCE FRIGHTENED FRENCH INVADERS: WELSH GIRLS IN NATIONAL COSTUME.

4. THE "MAURETANIA" STEAMS INTO FISHGUARD.

SAVING SIX HOURS IN THE TRANSATLANTIC JOURNEY: THE "MAURETANIA" CALLS AT FISHGUARD FOR THE FIRST TIME.

Amid scenes of great excitement, the "Mauretania" appropriately signalled the opening on Monday of Fishguard as a port of call for Cunard liners by a record run from New York. The total journey from New York to London occupied 5 days, 1 hour, 40 minutes, which is nearly six hours faster than any previous record. She now holds all the eastward and westward records. Her arrival at Fishguard was welcomed by Welsh girls in their red national costumes and tall black hats, the dress which, mistaken for the uniform of British soldiers, struck terror into the

French invaders of 1797.—[PHOTOGRAPHS NOS. 1, 2, AND 4 BY TOPICAL; NO. 3 BY HALFTONES.]



THE ENORMOUS CROWDS IN BERLIN WATCHING THE ARRIVAL OF THE "ZEPPELIN III."

Every inhabitant in Berlin seemed to have turned out to witness the arrival of "Zeppelin III." with the "Lord High Admiral" of air-ships, as Count Zeppelin is called, on board. The city was black with people, who stood packed together in the streets, waving handkerchiefs and German flags as the great air-ship circled overhead.—[PHOTOGRAPH BY ILLUSTRATIONS BUREAU.]

M. AND MME. MAETERLINCK'S REALISTIC PRESENTATION OF "MACBETH"
AT THEIR RESIDENCE, THE ABBEY OF ST. WANDRILLE.



1. "DÉRIDEZ CE FRONT SOUCIEUX, SOYEZ BRILLANT ET ENJOUE":
LADY MACBETH CONSOLING HER HUSBAND (ACT III. SC. 2;
PLAYED IN THE OLD CAPITULAR HALL).

2. "TOUS LES PARFUMS DE L'ARABIE NE PURIFIERAIENT PAS
CETTÉ PETITE MAIN-LÀ . . . OH! OH! OH!": LADY MACBETH
DESCENDING THE STAIRCASE IN HER SLEEP (ACT V. SC. 1;
PLAYED IN THE REFRATORY).

3. "LE REGARDER ENCORE! JE N'OSE PAS!":
MACBETH REFUSES TO RETURN TO THE ROOM
WHERE DUNCAN LIES DEAD (ACT II. SC. 2;
PLAYED IN THE GREAT REFRATORY IN THE
ABBAYE OF ST. WANDRILLE).

4. "VIENS D'EN BAS ET VIENS D'EN HAUT, ET
MONTRÉ-TOI COMME IL FAUT" (ACT IV. SC. 1;
PLAYED IN THE CLOISTERS).

5. "SALUT, MACBETH! SALUT À TOI, THANE DE CAWDOR":
THE WITCHES SALUTING MACBETH (ACT I. SC. 1;
PLAYED BEFORE THE EAST FAÇADE OF THE
ABBAYE).

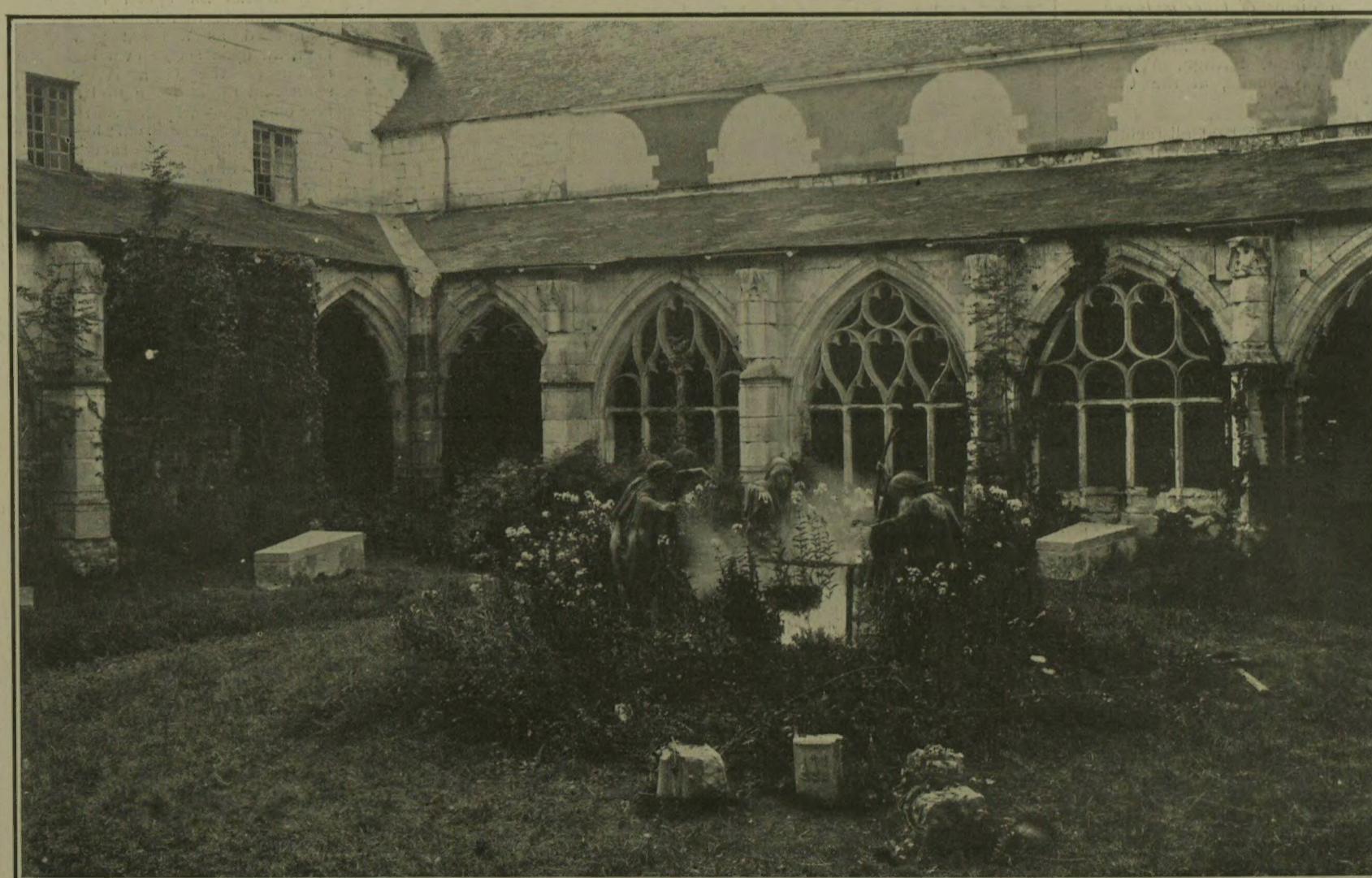
6. "VOYEZ, VOYEZ, NOTRE HÔTESSE HONORÉE!": ARRIVAL
OF DUNCAN AT MACBETH'S CASTLE (ACT I. SC. 3;
PLAYED BEFORE THE NORTH FAÇADE OF THE
ABBAYE).

A peculiarly interesting and unique performance of Shakespeare's "Macbeth" was given last Saturday at the Abbey of St. Wandrille, near Caudebec, the home of the famous author, M. Maurice Maeterlinck, who wrote "Pelléas et Mélisande," "The Life of the Bee," etc. His wife, Mme. Maeterlinck, who before her marriage was well known as an actress under the name of Georgette Leblanc, took the part of Lady Macbeth, while that of Macbeth was assumed by the well-known Parisian actor, Severin Mars. The version of the play used on this occasion was a prose translation in French made by M. Maeterlinck himself.—[Continued opposite.]

PHOTOGRAPHS BY TOPICAL.

CHANGES OF SCENERY THAT LITERALLY MOVED THE AUDIENCE.

PHOTOGRAPHS BY TOPICAL



1. "ALLONS! QU'UNE BONNE DIGESTION SECONDE L'APPÉTIT": THE BANQUET IN MACBETH'S PALACE, AT WHICH THE GHOST OF BANQUO APPEARS
(ACT III. SC. 3; PLAYED IN THE GREAT REFECTION IN THE ABBEY).

2. "DOUBLE, DOUBLE, PUIS REDOUBLE: LE FEU CHANTE AU CHAUDRON TROUBLE": THE THREE WITCHES INVOKING SPIRITS ROUND THEIR CAULDRON
(ACT IV. SC. 1; PLAYED IN THE CLOISTERS OF THE ABBEY OF ST. WANDRILLE).

Continued]

The special feature of the performance, which rendered it different from any other, was the fact that it was played, not on a stage, but in different parts of the old abbey, which formed an admirable and appropriate setting. The audience, which was limited to fifty people, who each paid £8 for the privilege of attending the performance, had to move about from one part of the building and grounds to another, in pursuit of the dramatis personæ, according as the scene changed, and in all they had to traverse a mile or two in this way. During their peregrinations in the rehearsals, Banquo and Macduff constantly lost their way, and the prompter had to be concealed by extraordinary stratagems, being in one scene hidden in a huge flower-pot.

PORTRAITS & WORLD'S NEWS

Personal Notes.

The new Archbishop of Sydney, the Venerable John Charles Wright, who was consecrated last week at an impressive three hours' service in St. Paul's Cathedral by the Archbishop of Canterbury, was formerly Archdeacon of Manchester. He is considered one of the rising men of the Evangelical party. He was ordained in 1885, and was first of all curate

of Kibworth-Beauchamp, in Leicestershire, and later senior curate at Bradford, Yorkshire. A few years after he became Vicar of Ulverston, only to be promoted in two years' time to the important Vicarage of St. George's, Leeds. In 1904 he became a resident Canon of Manchester Cathedral, and also Rector of St. George's, Hulme, and only a few months ago he was appointed to be Archdeacon of Manchester in succession to Archdeacon Blackburne. He is married to Dorothy, eldest daughter of the late Lieutenant Colonel the Hon. Ivo Fiennes, C.B.

The death has taken place at Isleworth, at the age of seventy-eight, of Mr. George Manville Fenn, the last of the great writers of stirring books for boys. Mr. Fenn was a most prolific author. His boys' books number well over a hundred, whilst he has also written a great many ordinary novels, and over a thousand short tales and magazine sketches. Quite a number of plays also came from his pen, including a dramatisation of one of his most popular novels, "Parson o' Dumford." Besides being a contributor to a number of the magazines, he was editor and proprietor of *Once a Week*, and at one time editor of *Cassell's Magazine*. He was a keen clubman, being a member of the Reform, Savage, Whitefriars, and New Vagabonds, at the time of his death.

Mr. Henry Farman, who beat all records for distance and length of time in the air on his biplane at Rheims by flying 190 kilometres (118 miles) in 3 hours 15 minutes, is a British subject, but was educated in France, and is more French than English in appearance and speech. He was originally a cyclist, but afterwards took up motoring, and was one of the drivers in the first Gordon-Bennett race. Three years ago, he transferred his activities to experimenting with aeroplanes. He is the son of a well-known English journalist who has lived many years in Paris as correspondent to various London daily papers, and it is an interesting fact that the latter was acting as special correspondent of the *Times* at the Rheims meeting when his son made his record flight.

On Friday and Saturday, Heaton, the latest addition to the men who are trying to swim the Channel, nearly met with success,

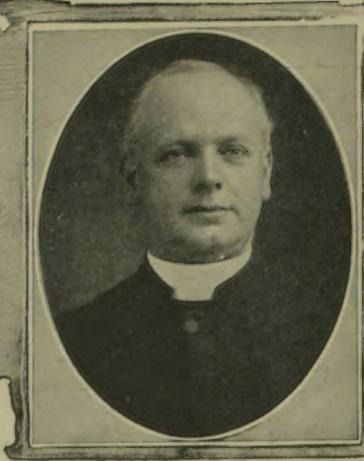


Photo. Warwick Brooks.

THE VEN. JOHN CHARLES WRIGHT,
The new Archbishop of Sydney.

for he only gave up when within a mile of the French coast, after a very plucky swim of seventeen hours. His defeat was due to the strength of the adverse currents which he encountered.

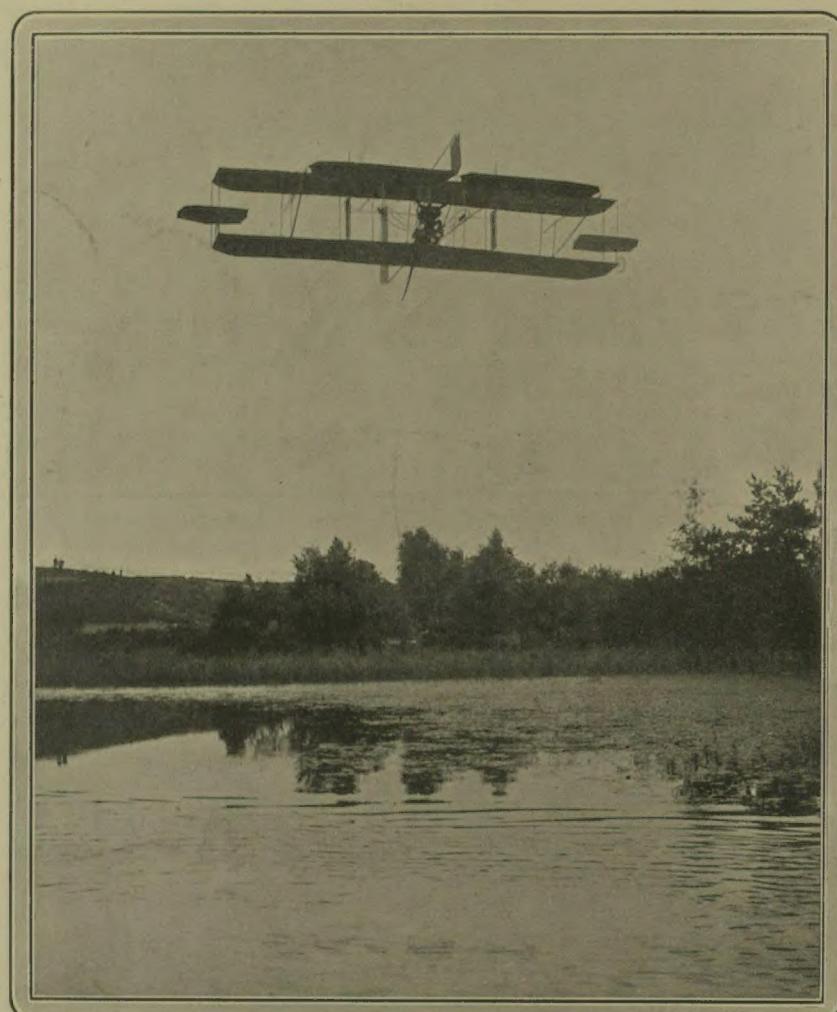
Our Supplement. The mountaineering and touring seasons being at their height, our magnificent coloured photograph of Mont Blanc, the monarch of European mountains, will form a pleasing souvenir to those of our readers who have been unable to withstand the irresistible fascination of the Alps. To those who have never been there the magnificent

Photo. Wakefield.
THE LATE MR. GEORGE MANVILLE FENN,
The famous boys' novelist, who has just died.

tion of houses. The French capital having been referred to, Mr. Burns said: "I know my Paris both by night and day; I know the heights of Montmartre as well as I know the eminence of Lavender Hill." And, with a suspected allusion to candid Radical and Labour friends, he ridiculed the superficial view of "the nine-day tourists who go to the Continent at the expense of municipal or other authorities." Members who had been away for twelve days returned for the Finance Bill. The Chancellor's amendments to the license clauses not only failed to propitiate the Opposition, but caused disappointment in some Liberal quarters. While the ultimate fate of the Budget is speculated upon with growing excitement, the Lords have given a friendly reception to the Trade Boards Bill, which deals with sweating by the establishment of a minimum wage in certain industries.

Fishguard, the New Port of Call. London is now six hours nearer New York than it was a

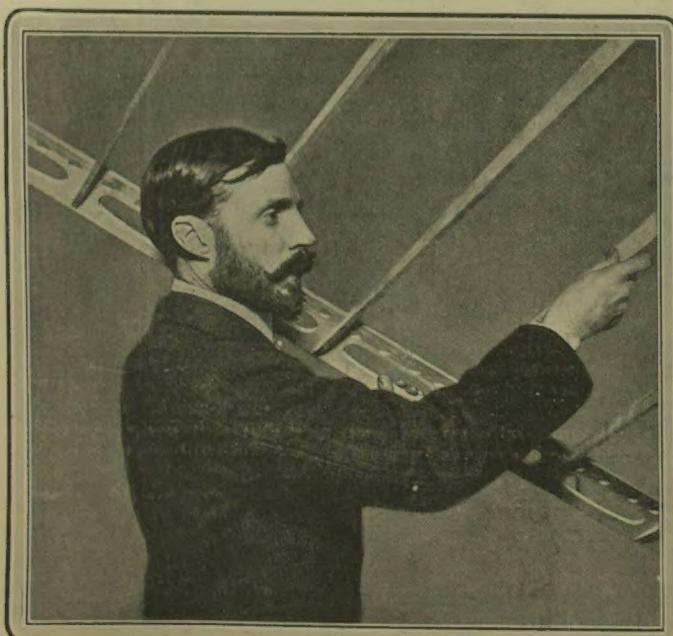
week ago, and the journey from the capital of the United States to the Metropolis of the British Empire comes well within the limit of five days. Both the Great Western Railway and the Cunard Steamship Company are entitled to the congratulations of both countries on the arrival of the *Mauretania* at Fishguard, an event which unquestionably marks an epoch in the history of Transatlantic travel. The possibilities of Fishguard as a great port of call have been an open secret ever since the inauguration of the Great Western Railway's short and direct route to Ireland via Rosslare on Aug. 30, 1906. As regards sheltered position, freeness from fog, accessibility, depth of water, extent of accommodation, and coaling facilities, the Pembrokeshire port has few rivals, although the name of the place was barely known until those responsible for the future of the Great Western Railway realised its natural advantages, and created a magnificent harbour in close proximity to the spot where the Black Legion of Hoche landed in 1797, to surrender promptly to the ancestor of Lord Cawdor, a former Chairman of the Great Western Railway. The *Mauretania* reached Queenstown at 7.10 on Monday morning, after a passage of four days nineteen hours. The steamer left Queenstown at 8.10, and anchored off Fishguard at 1.20, landing about two hundred passengers, together with luggage and mails, which were transferred with great rapidity. Two special trains immediately left for London. Lord Churchill was amongst the first to land. Alderman Maxwell and Sir William Forwood, Director of the Cunard Company, also landed.

Photo. Topical.
THE FIRST CROSS-COUNTRY FLIGHT IN ENGLAND: COLONEL CODY FLYING SEVEN-AND-A-HALF MILES IN NINE MINUTES, TWENTY-FIVE SECONDS.

Last Saturday evening at Laffan's Plain, Colonel Cody accomplished the first cross-country flight in an aeroplane that has been made in England. After three preliminary flights with passengers, he ascended alone and flew across the Basingstoke Canal at Puckridge Hill, and thence over Claycart Common to the Long Valley. Rounding the top of Jubilee Hill, he flew to Long Hill, and thence over the canal again to Elmwood Hill and back to Laffan's Plain. Our photograph shows him crossing the canal. It will be noticed that he is holding his arms over his head, thus showing the easy command he has over his machine. It is a biplane made in this country under his own directions, and resembles the Wright machine. The motor is of French manufacture.

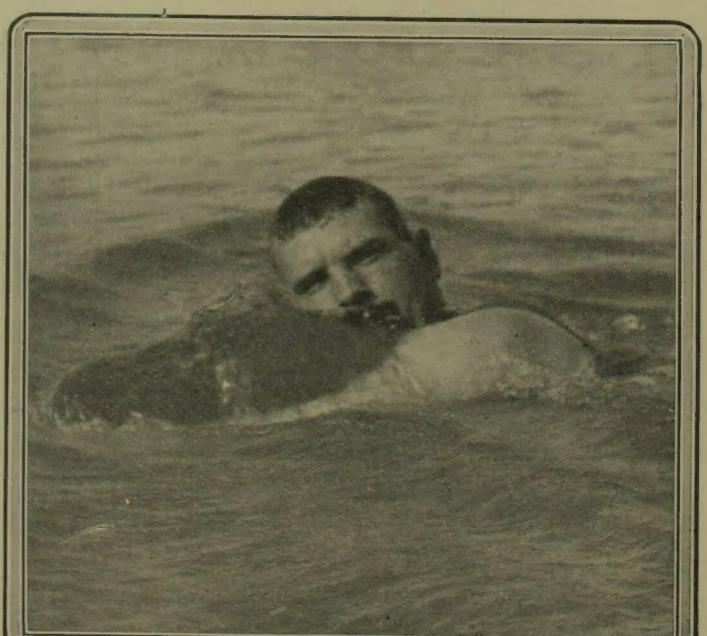
photograph will conjure up a delightful impression of the glories of the mountain. The pre-eminence of the Pennine range over all other divisions of the great chain of the Alps is due not only to its surpassing height, but to the fact that its peaks are so conspicuous. The dome of Mont Blanc can be seen from parts so far westward as the heights above Lyons, whilst the summit of Monte Rosa, with its attendant peaks, stands out clearly marked against the sky from all parts of the plain of upper Italy, and even so far as the slopes of the Apennines.

Parliament. From the Irish Land Bill, which occupied the whole of last week, and enabled the majority of British members to take a holiday, the House of Commons turned on Monday and Tuesday to the Housing, Town Planning, etc., Bill. This also was dealt with under the guillotine, undiscussed clauses being voted upon in heaps. "That clauses 17 to 29 be added to the Bill!"—such was a question put from the Chair. Even Mr. Emmott smiled as he put it, and the House laughed at this summary mode of legislation.



MR. HENRY FARMAN,

Who made a record flight on his aeroplane at Rheims of more than 118 miles.



MR. TED HEATON,

The latest addition to the men who have tried to swim the Channel.

THE SULTAN WHO HELD A PRETENDER IN A CAGE CARRIED BY A CAMEL.



WARNED THAT HE MUST ACT IN ACCORDANCE WITH THE DICTATES OF HUMANITY : MULAI-ABD-EL-HAFID, SULTAN OF MOROCCO.

Recently Mulai Hafid's men caught the Pretender to the throne of Morocco, El Roghi, and immediately the Sultan ordered public rejoicings. Reports of cruelty practised on the followers of the Pretender caused France to protest, and to inform Mulai Hafid that he must act in accordance with the dictates of humanity to those in his power. It is stated that El Roghi was taken to Fez in an iron cage carried on the back of a camel, and under the escort of 1500 troops. At the moment speculation is rife as to what will be his fate.

PRAYERS FOR THE LIVING DEAD: A TRAGEDY OF MONT ST. MICHEL.

FROM THE PAINTING BY H. VOGEL.



THEIR LAST SERVICE: PRIESTS AND PEOPLE PRAYING FOR THOSE SINKING IN THE QUICKSANDS.

When anyone was caught in the quicksands of Mont St. Michel, and it was impossible to rescue them, the people of the island, headed by the clergy, were wont to go to the ramparts and there pray for the living dead. Mont St. Michel, it should be noted, is a granite islet connected with the mainland by a causeway, and is in Mont St. Michel Bay, off the coast of Department Manche, France. It is high and steep and on its summit is a Benedictine monastery of between the eleventh and thirteenth centuries. It is surrounded by ramparts with towers. It is noted both for its quicksands and for its extraordinarily rapid tides.

QUICKSANDS THAT ARE BECOMING GRAZING-GROUNDS:

THE TRANSFORMATION OF MONT ST. MICHEL.



1. THE MAN-EATING SANDS OF MONT ST. MICHEL: THE QUICKSANDS AS THEY WERE BEFORE THE MAKING OF THE DYKE CAUSED THEM TO BECOME A POLDER; THAT IS, TO BE DRAINED AND TO COME UNDER CULTIVATION.

2. THE QUICKSANDS OF MONT ST. MICHEL AS THEY ARE TO-DAY, FIRM, AND AN EXCELLENT GRAZING-GROUND FOR SHEEP WHICH YIELD THE FAMOUS MUTTON KNOWN AS PRÉ SALÉ.

3. THE BAY OF MONT ST. MICHEL INVADED BY THE TIDE.

4. THE 11TH-13TH CENTURY MONASTERY OF MONT ST. MICHEL.

5. A SAHARA OF QUICKSANDS, SEEN FROM THE RAMPARTS OF MONT ST. MICHEL.

Mont St. Michel, that famous islet surrounded by quicksands, which was for many generations in danger from the sea, has now a new danger to face, though the newcomer is, it must be confessed, a danger that is only apparent to artists and antiquaries who dislike to see a change of conditions round a building that time has hallowed. To be brief, the making of a dyke has caused the quicksands to become a polder; that is to say, they have been drained and brought under cultivation. On them grows a marine grass that has made the ground firm, and provides food for sheep. It is the salt in this grass that so far affects the flesh of the sheep that it is known as Pré Salé. This change of things is not yet complete; but if the natural fertilisation of the soil goes on at the present rate, it cannot be long before the monastery is surrounded by fields. There are many who object to this, as they cannot for one moment imagine the monastery set in anything but sands. A polder, it should be noted, is a tract of land which, originally a morass, has been drained and brought under cultivation. The standard example of a polder is in the Netherlands.

AT THE SIGN OF ST. PAUL'S



MR. JOHN M. ROBERTSON, M.P.,
Who has in the press a volume of
essays on Montaigne, Shakespeare, etc.,
which will be published by Messrs.
Black.

Photograph by Elliott and Fry.

ANDREW LANG ON SCIENCE IN SPORT.

I KNOW it, though I do not like it: we must have science, or organised common sense, in our amusements—if we want to win. But, of old, we merely wanted to amuse ourselves. "There was an awful Rainbow in the heaven," as Keats says. But Science took hold of the rainbow—

It is given
In the dull catalogue of
common things.

In the same way, there was a soaring cricket-ball in the sky, a beautiful diminishing sphere, and the game was "to hit her hard, hit her high, and hit her often." But science came in and said, "Hit her hard, but hit her low—keep her down," and the romance went out of all but rustic cricket.

There is no help for it, if you want to win matches. But the pity of it! Then science stepped in with scientifically made pitches, like billiard-tables, on which, given fine weather, the bowler can hardly make the ball do anything. Of old, you might expect an average of two shooters in every over, and of two balls that made for your bodily destruction, whereby inningses were of moderate dimensions, and matches could be finished. There was no eternal changing of



A FATHER OF PRINTING
CAXTON,
1422-1491

the fielders' positions because neither the other man could tell whether the ball would be on the off or leg side, or peradventure on the wicket. But now the bowler and his captain know exactly what he is going to do, and what the batsman is going to do, every ball, except so far as googlies produce

tions in those days, bowler nor any



MR. OLIVER ONIONS,
Who is publishing a new volume of
short stories, entitled "Draw in Your
Stools," through Messrs. Mills and
Boon.

Photograph by Elliott and Fry.

exactly in the right place, and it will be welcomed by the feeding trout, who is no pedant, no entomologist. A March Brown, in many waters, will be popular at any time of the year. I have known a big trout, who refused the entire contents of the angler's box, accept a sedge at noonday, when even the least self-respecting sedge lives private, attentive to his own affairs, for he only takes a constitutional in the evening. Yet the big trout accepted him in the garish hour of noon.

Golf is simply eaten up by science. Learned men write many articles on "The Secret of the Golf Swing," which every little boy may be seen executing, without instruction or self-consciousness, in the lanes of St. Andrews. They do not attempt to imitate Taylor in the turn of his left hand; or "notice the curve of Herd's left wrist," or study photographs, marked out in squares, of eminent players who appear to be in elaborate cages. They are not vexed with "rotation" and "translation," "pure translation," and the resulting "position of elbow."

The small boys swing naturally and unconsciously; all this self-consciousness would have ruined the game of Young Tom Morris. Moreover, it does not amuse, and it diverts the mind from matters of importance.



A RELIC OF MEDIEVAL SPAIN: THE WALLS OF AVILA.

"On a mountain shelf, 4000 feet above the sea in the very heart of Spain, stands to this day a mediæval city, encircled by quite perfect battlemented granite walls 40 feet high, their ten gates and eighty-six towers all complete and in good order to stand a mediæval siege." Avila was the birthplace of St. Teresa of Spain.

Reproduced from "Saint Teresa of Spain," by Helen Hester Colvill, by courtesy of the publishers, Messrs. Methuen.—(See Review on another Page.)

a slight haze of romance and of the unknown.

Things have arrived at such a pitch of pedantry that the batsman can tell, from the movement and position of the bowler's hand, the side from which he means to twist, except when, by some miraculous contortion, he can twist from one side with the action that should produce the opposite effect. After all, the stuff is merely the old lob, delivered overhand, and I have seen the old lob perplex even Mr. Fry in a manner that was sufficiently amusing.

Science appears to dictate to many batsmen to step clean in front of their wickets every ball, so that from the pavilion you cannot see the stumps. The idea, I presume, is to lay the long odds that the umpire will not give you leg-before-wicket; and usually he does not, so the practice may be scientific. It is not amusing, and I do not call it cricket.

Angling, again, is becoming an entomology. You are expected to know scores of small flies by their names, and to have effigies of all of them in your fly-box, constantly changing them. Here I am heretic enough to believe that "it is not the fly but the driver" that does the business. Let it fall softly and



THE FAMOUS SPANISH NUN OF THE 16TH CENTURY: ST. TERESA OF AVILA.

The author of "Saint Teresa of Spain" writes of her: "She was singularly wise, witty, and personally attractive; she wrote books which are among the classics of the sixteenth century; she came in contact with many notable persons, and she passed through a series of interesting adventures, all illustrative of the manners and ideals of her country and her days."

Reproduced from "Saint Teresa of Spain," by Helen Hester Colvill, by courtesy of the publishers, Messrs. Methuen.



A PEREMPTORY PATRONESS OF ST. TERESA: THE PRINCESS OF EBOLE.

The Princess of Eboli was a Spanish counterpart of Katherine the shrew. We learn that after the death of her husband, "who had great influence over his wife, the Princess's character seemed to change. She became violent and intriguing. . . . Her picture shows her a fairly pretty woman with one disfigured eye." History does not relate how she got it, but shrews are liable to that infirmity.

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THEIR GRACES: THE LEADERS OF BRITISH SOCIETY.

DRAWN BY OUR SPECIAL ARTIST, G. C. WILMSHURST.



NO. XVI.—THE DUCHESS OF BEAUFORT.

The Duchess was Louise Emily, daughter of the late W. H. Harford, of Oldown, Almondsbury, co. Gloucester, and widow of Baron Carlo de Tuyl. Her wedding to the Duke took place in October 1895. Their Graces have three children, the youngest of whom, the Marquess of Worcester, was born in April 1900.

Art-Music & the Drama



Photo, Foulsham and Banfield.

MR. LYN HARDING.

Who is playing Theodore Blundell in Sir Arthur Pinero's new play, "Mid-Channel," at the St. James's.

ART NOTES.

MR. CHESTERTON, Mr. G. B. Shaw, and Mr. H. G. Wells are the "Three Living Lions" of Mr. Simson's latest caricatures. A Dr. Johnson prospering exceedingly on the exchange of his dish of tea for a tankard is the current notion of Mr. Chesterton, and he has himself given the cue to the caricaturist. "Mr. Chesterton," by Mr. Chesterton, is, indeed, one of the successes of the century: no matter if the likeness be accurate or not, it is popular. With the Press as the new pulpit, it is still as necessary for the preacher to have features and be knowable as it used to be in the market-place or the cathedral; and failing a proper school of caricaturists—Mr. Simson and "Max" stand nearly alone—Mr. Chesterton has had to do the work himself.



Photo, Bert.

THE NEW MARGUERITE: Mlle. BEATRICE LA PALME. Mlle. La Palme, who is appearing with the Moody-Manners Company, is a French Canadian, and won the Canadian Scholarship for the Violin presented by Lord Strathcona. She made her operatic débüt at Covent Garden as Musetta in "La Bohème" in 1903, when she appeared in the same cast as Mme. Melba. For four years past she has been a leading prima donna at the Paris Opéra Comique.

He knows, of course, that it does not much matter whether Mr. Shaw or he may be the alleged vegetarian, nor which is the pretended tippler, but, having chosen his part, he conscientiously over-acts it, that it shall become serviceable; and all the while we wait to discover how he will do the things he has to do without spoiling the picture. Frankly, Mr. Simson's portrait does not help us, except that the unpleasant expanses of flesh-colour, having no relation to reality, may be thought of as a screen, or side-wings, behind which the indefatigable, ingenious, faithful Mr. Chesterton plans the ways and means of temperance, even while his artist notes the bottle set upon the stage.

The long lines of plaster casts, shabby ghosts of a glorious ancestry, that used to fill a draughty passage-way in the Victoria and Albert



A DRAMATIC PERFORMANCE AT COVENTRY EARLY IN THE SIXTEENTH CENTURY

Museum, have been removed to more suitable quarters in the British Museum. The casts are rather cramped in the new room, to the south of the sculpture galleries proper; and the paint that in many cases coats these Greek and Graeco-Roman men and maidens



Photo, Ellis and Walery.

MISS BERYL FABER.

Author (with her husband, Mr. Cosmo Hamilton) of "A Sense of Humour," in which she is appearing at the Playhouse.



Photo, Foulsham and Banfield.
A FRENCH "RAFFLES": MR. GERALD DU MAURIER AS THE DUC DE CHARMERACE, IN "ARSÈNE LUPIN," AT THE DUKE OF YORK'S.

lends them an expression that is decidedly Anglo-Saxon. They would, we fancy, have pleased the Scotch builder in "The Wrecker" who was so "grand with the stucco," more in their present form than in the originals in Rome, Dresden, Paris, and Berlin; but we cannot help thinking that the greater number of students would have been gratified by colour and surface suggestive of marble. The casts made from bronze originals are the most satisfactory, for although they do not imitate the interesting variety of the real metal, they at least do not advertise the paint-pot as several archaic ladies do near by. Very well has the collection been chosen: here is the seated Penelope of the Vatican, complete with the absurd restored arm and the elegant, curly fingers that show us how stupidly antiquity misunderstood its own antiques; here is the "Boy Extracting a Thorn," delightful to behold in a good cast instead of in such misinformed copies that fill the shops of Rome. Apart from the colour

question, and the fact that there is not the same pleasure in patting modern plaster—even if one dared to do so in the presence of the Bloomsbury Guardians—as there is in touching the smooth bronze of the fifth century before Christ—a pleasure easily snatched before the sleepy, or tolerant, eyes of the attendants in the Capitoline Museum—those who have seen only the cast in the British Museum can appreciate this masterpiece to the full.

To the unmatched Cheylesmore collection of mezzotints on view in the exhibition-room attached to the Prints and Drawings department of the British Museum has been added the nation's splendid Dürer drawings. It had seemed a pity that, while the portfolios in Mr. Colvin's keeping are bursting with masterpieces, all of the considerable wall-space at his disposal should have been for so long given over to one branch of the engraver's



Photo, Dover Street Studios.

THE NEW MANAGER OF THE SAVOY: MR. C. H. WORKMAN. Towards the end of September, the Savoy will begin a new, and it is hoped, a long lease of life. Then Mr. C. H. Workman, well known in most of the leading parts in Gilbert and Sullivan operas, is to open a campaign. His first venture will be a piece by Mr. Guy Morton Eden, with music by Mr. Reginald Somerville. His second undertaking will be a new work by Sir W. S. Gilbert, with music by Mr. Edward German.

art. The display of the Dürers will compensate in part for this; and yet we beg for more and more.

When, for instance, is Mr. Binyon, the newly appointed Assistant-Keeper of Prints and Drawings, to be allowed to frame and exhibit examples from his Eastern treasury? Among the most interesting Dürers are the very Gothic and mannered copies of the Tarocchi Cards: the exquisite Italian engravings are placed side by side with Dürer's interpretations in pen and ink, and it is interesting to note that he invariably missed the spirit that Ruskin, and we, most love to discover. Two unpublished drawings also are interesting: Dürer evidently suffered, like his brother of all time, from the restlessness of the living model, and in these two sheets he has indicated his conception of what would have been a useful, jointed lay-figure. E. M.



THE BERNARD SHAW PLAY WHICH, FORBIDDEN IN ENGLAND, WAS PRODUCED IN IRELAND: A SCENE FROM "THE SHOWING UP OF BLANCO POSNET," AT THE ABBEY THEATRE, DUBLIN.

Mr. Bernard Shaw's "sermon in crude melodrama," "The Showing Up of Blanco Posnet," was produced at the Abbey Theatre, Dublin, the other day, having previously been refused a license by the Censor, whose powers do not extend to Ireland. For a time it looked as though the Lord Lieutenant would exercise his right of veto; but Mr. Shaw made clear several points in the text that were vague, and so the play was presented. In the photograph, Blanco Posnet (Mr. Fred O'Donovan) is on the table; Feemey Evans (Miss Sarah Allgood) is on the extreme right.

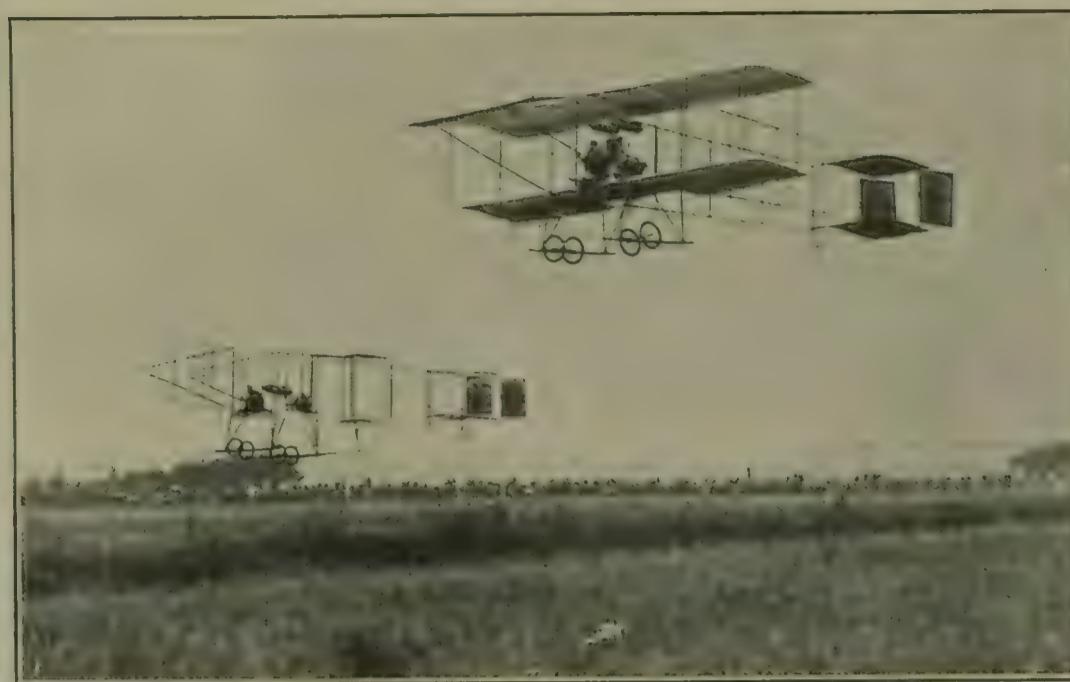
THE FIRST RACES BETWEEN FLYING MEN: AVIATION WEEK AT RHEIMS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, L. N. A., BRANGER, AND RAPID.

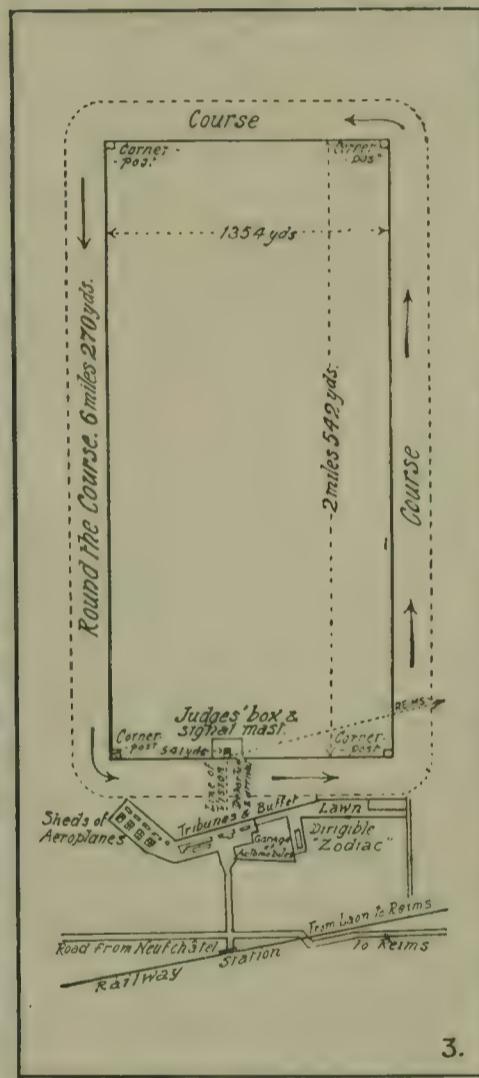
THE CHIEF EVENTS, AND THEIR WINNERS.

THE Grand Prix of £2000 was won by Farman, on a Farman biplane, with a flight of 112 miles. Latham, on an Antoinette monoplane, was second with a record of 96½ miles, and so won £1000. Paulhan, on a Voisin biplane, was third with 83 miles. The Gordon-Bennett Cup contest for speed over a distance of twenty kilomètres (12½ miles) was won by Curtiss, on a Curtiss biplane, in 15 min. 50 3-5 sec. By this win, Curtiss took £1500; Blériot, on a Blériot monoplane, was second in 15 min. 56 1-5 sec.; Latham, on an Antoinette, third in 17 min. 32 sec. The Passenger Prize of £400 for the aviator who carried passengers at the greatest speed was won by

[Continued opposite.]



Farman, with a flight of six miles with two passengers in 10 min. 39 sec. The Speed Prize of £800 for the fastest flight over 30 kilomètres (18½ miles) was won by Curtiss in 26 min. 40 1-5 sec.; Tissandier was second in 28 min. 59 sec.; Lefèvre third in 29 min. The Air-ship Prize for the quickest voyage was won by the "Colonel Renard," which made a voyage of 50 kilomètres (31½ miles) in 1 hour 19 min. 49 sec. The Pilot's Prize for the longest flight by novices was won by Bunau-Varilla, on a Voisin biplane, with a flight of 50 miles in 2 hours 10 min. 13 2-5 sec. Rouquier, on a Voisin biplane, was second, with a flight of 31½ miles in 1 hour 22 min. 16 sec. Latham won the Height Prize of £400 by reaching an altitude of 500 ft. Farman was second with 360 ft.



1. IN COMPETITION WITH HIS OWN INVENTION: FARMAN RACING SOMMER—BOTH ON FARMAN BIPLANES.

2. KEEPING THE "BIRD" IN HAND: MEN HOLDING BACK LATHAM'S ANTOINETTE BY HANGING ON TO ITS WHEELS.

3. A PLAN OF THE GREAT RACE-TRACK AT RHEIMS, USED DURING THE AVIATION WEEK.

4. AN EXCEPTIONALLY HEAVY LOAD: FARMAN CARRYING TWO PASSENGERS ON HIS BIPLANE.

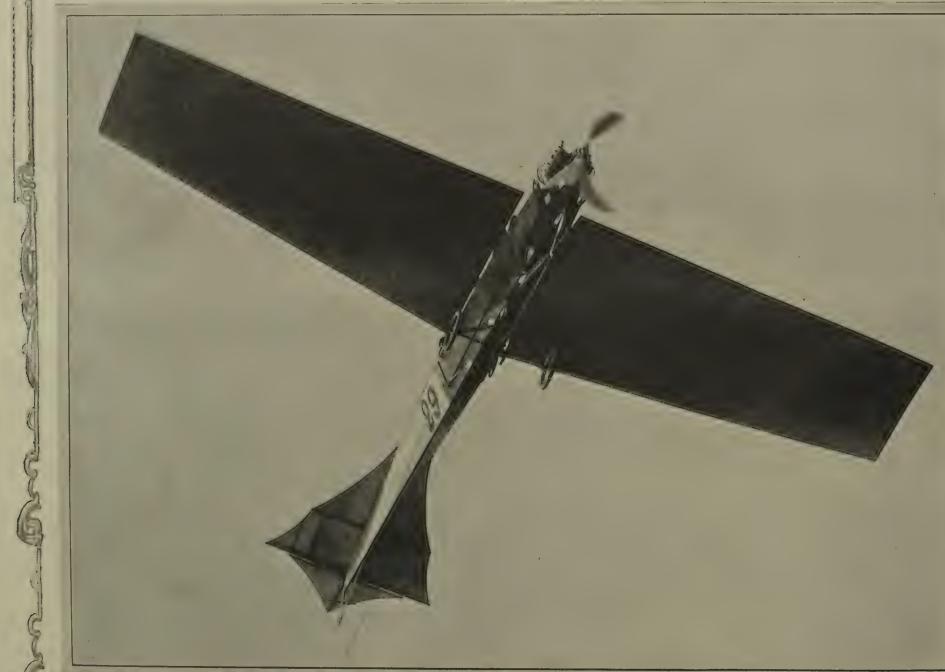
5. PASSING THE POST FROM WHICH HUNG THE SIGNAL CONES: LATHAM IN FLIGHT.

6. THREE IN THE AIR AT ONCE: LATHAM, LEFÈVRE, AND E. BUNAU-VARILLA IN FLIGHT.

It may be said that the great Aviation Week at Rheims marks the beginning of a new era—the age of flight. Day by day records were broken, and more and more wonderful flights were made. In a word, the pioneer flying men of the world have come into their own.

THE PIONEER FLYING MEN OF THE WORLD: WINNERS OF THE CHIEF EVENTS OF THE GREAT AVIATION WEEK AT RHEIMS.

PHOTOGRAPHS BY ROL, ILLUSTRATIONS BUREAU, BRANGER, GRAHAME ELLERY, RAPIDE, DELIUS, L.N.A., AND OTHERS.

LATHAM, 2ND AND 5TH IN GRAND PRIX
AND 1ST IN HEIGHT PRIZE, 3RD IN GORDON-
BENNETT CUP, AND 5TH IN SPEED PRIZE.ON THE MACHINE WHICH WAS BURNED: M. BLÉRIOT, WHO WAS SECOND IN
THE GORDON-BENNETT CUP, ON HIS NO. 22 MONOPLANE, WHICH FELL TO
DESTRUCTION.THE "COLONEL RENARD," WHICH WON
THE AIR-SHIP PRIZE FOR THE QUICKEST
VOYAGE.PAULHAN, A HERO OF THE MEETING, WHO WON THE THIRD PRIZE IN THE
GRAND PRIX AND WAS SIXTH IN THE SPEED PRIZE, FLYING ON HIS
VOISIN BIPLANE.CURTISS, WINNER OF THE GORDON
BENNETT CUP AND THE SPEED PRIZE
WITH A BIPLANE OF HIS OWN INVENTION.

THE MOST BIRD-LIKE MACHINE OF THEM ALL: LATHAM'S ANTOINETTE SEEN FROM BELOW, DURING THE GORDON-BENNETT CUP RACE.



THE WINNER OF THE SPEED CONTESTS IN FLIGHT: CURTISS IN MID-AIR, ON HIS BIPLANE.

Our photographs show some of those flying men of the world whose names will take rank in history with those of the pioneers of great movements. All honour is due to them for their daring and their skill, and it is especially satisfactory to note that, despite a number of accidents during the Aviation Week, no serious damage was done.

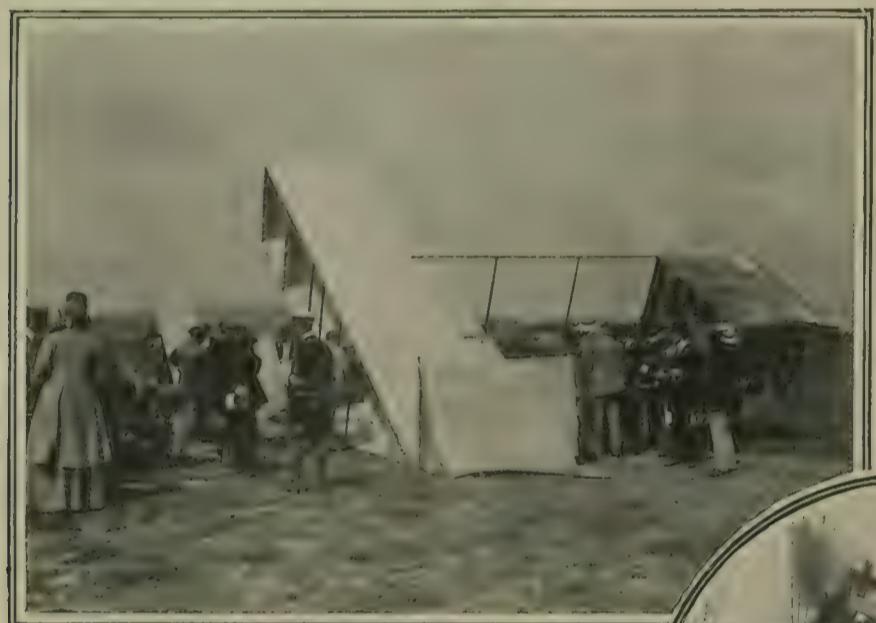
THE BROKEN WINGS OF THE FLYING MEN: ACCIDENTS AT RHEIMS.



THE ACCIDENT TO FOURNIER: THE AVIATOR'S VOISIN BIPLANE AFTER BEING CAUGHT BY A SUDDEN GUST OF WIND AND HURLED TO THE GROUND.



THE ACCIDENT TO BRÉGUET: THE AVIATOR'S BIPLANE "STANDING ON ITS HEAD" AFTER ITS FALL FROM A HEIGHT OF SIX FEET OR THEREABOUTS.



THE ACCIDENT TO PAULHAN: THE AVIATOR'S VOISIN BIPLANE AFTER THE FALL CAUSED BY AN ATTEMPT TO AVOID DELAGRANGE'S MACHINE.

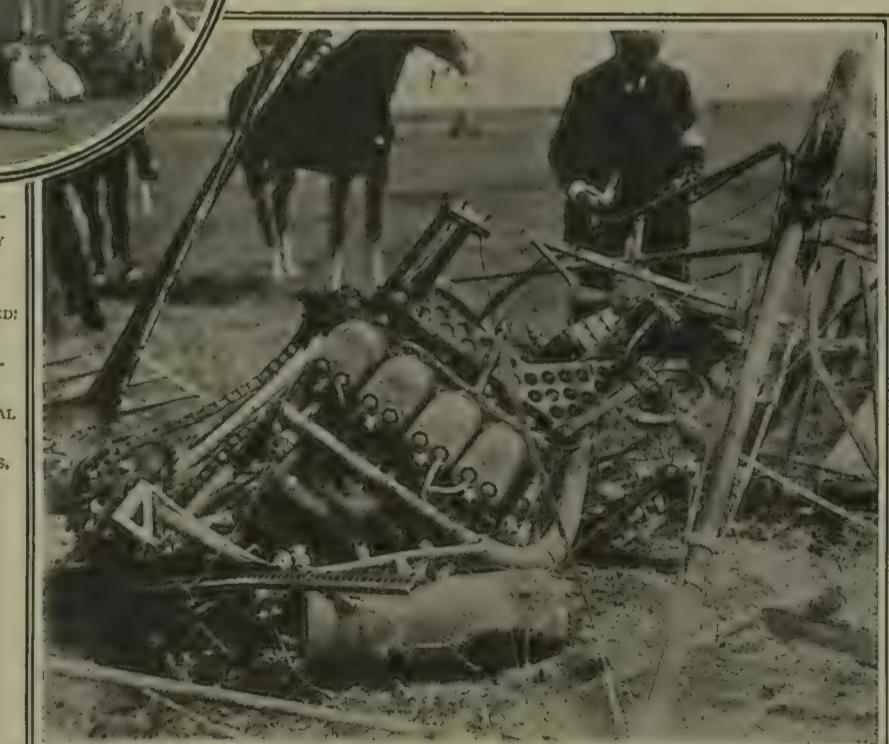


THE ACCIDENT TO ROUGIER: WHEELING AWAY THE DAMAGED VOISIN BIPLANE AFTER THE MISHAP THAT PUT IT OUT OF ACTION.



THE ACCIDENT TO BLÉRIOT: REMOVING THE CHARRED REMAINS OF THE BURNT MONOPLANE ON A TRUCK.

FORTUNATELY NOT MUCH REQUIRED:
THE TEMPORARY HOSPITAL AT RHEIMS.



THE ACCIDENT TO BLÉRIOT: THE REMAINS OF THE CHANNEL FLYER'S BURNT MONOPLANE.

Although there were quite a number of accidents during the Aviation Week, there were by no means so many as might have been expected, when it is remembered in what a very early stage is the art of aviation. Accidents there were, but they were comparatively few, and did very little harm. We illustrate the results of them.

STOPPING THE MARCH OF DISEASE: DISINFECTING BOOTS.

DRAWN BY CECIL KING



PREPARING TO LEAVE A SHIP THAT IS IN QUARANTINE: PORT OFFICIALS HAVING THEIR BOOTS DISINFECTED BEFORE LANDING.

In view of the fact that the existence of cholera has been suspected in certain Dutch ports, it is interesting to note a method of quarantine which is employed by the Board of Agriculture in regard to the importation of cattle, but which might well be applied to men landing from vessels that have come from suspected ports. When a vessel arrives in England from a port where cattle-disease is known, or suspected to exist, any cattle on board are examined before landing by Inspectors from the Board. If the ship arrives at night, the inspection is postponed till daylight. She is kept in quarantine till this is done, no one being allowed to land except the port officials, officers of the Board of Trade, Customs, etc. On going ashore again they have often to disinfect their boots, and walk to the side of the ship on mats soaked with disinfectant.

SCIENCE AND NATURAL HISTORY



PROFESSOR SIR JOSEPH THOMSON,
President of the British Association, who gave an interesting address on the theory of light and electricity.
Photograph by Russell.

of the meaning of the fruit. The flower belongs to spring and summer; for the fruit we have to wait until the autumn time has worked out its biological problems, and has turned flower parts into fruit parts, and metamorphosed that which was an ideal structure into the solid mass which, incidentally, affords sustenance to the animal world. The fruit is the ending of the flower. It lies on the line of development which, when properly followed, can alone give us the clue to the meaning of the phases of plant life.

The flower we saw was devoted to the work of fertilisation, and the last produces seeds whence new generations of plants arise. "No flower, no seed," might be regarded as the expression of a fixed law of living nature, and even if we do not get conspicuous flowers, but merely small and sorry substitutes for the blossoms we admire, none the less will these modest blooms discharge the duty laid upon their shoulders. When George Eliot said that "nettle-seed needs no digging," she meant to drive home the fact that the fruits of high living and cultivation. None the less forcibly does her phrase



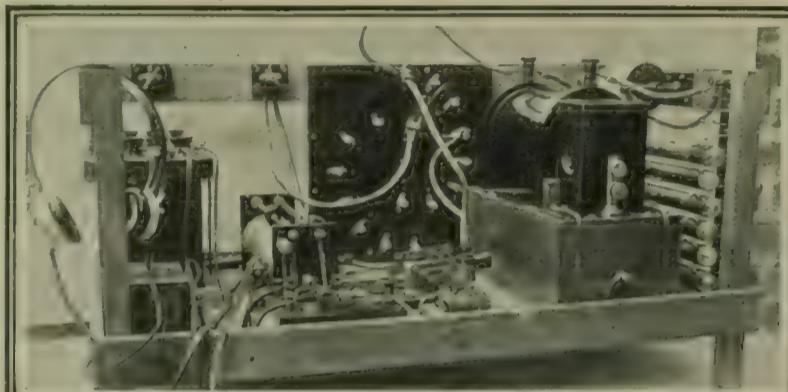
OTTO VON GUERICKE'S EXPERIMENT IN AIR PRESSURE

SCIENCE JOTTINGS.

THE COMING OF THE FRUIT.

A FEW weeks ago, we discussed in our page the meaning of the flower.

To-day, let us think

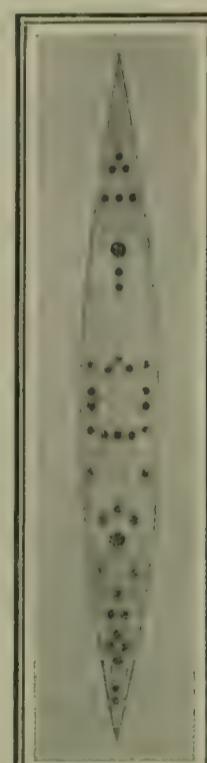


"WIRELESS" FOR THE AEROPLANE AND THE DIRIGIBLE: AN EXCEPTIONALLY LIGHT "AERIAL WIRELESS SET."

This wireless telegraphy apparatus is the invention of American army officers, and is for use on aeroplanes and dirigibles. It weighs about seventy pounds.

Nothing is of more importance than the quality of the water drunk by troops during manoeuvres and in time of war. This new filter, used during the recent manoeuvres, sterilises all the water used for drinking purposes. It has an output of 400 gallons of pure drinking water per hour, at an expenditure of one gallon of oil.

on the wings of the wind by aid of the parachute of hairs that represent the altered calyx of the floret, is a fruit in the botanical sense, equally



To SHOW ANY WATER-TIGHT DOORS THAT HAVE FAILED TO CLOSE.
(See paragraph below.)

away. The individual plant may be a stay-at-home organism, but it is a centre whence are to be scattered the seeds that, like colonists from another country, are to extend the distribution of the species.

How else do you suppose

plants succeed in passing in time to fresh woods and pastures new? There must be means and ways whereby seeds are conveyed to distant lands; and the fruit is really the attraction—where it is eatable, that is, and bright coloured—which leads the animal world to assist in the colonial policy of the plant.

Of course, all fruits are not attractive to animals. The dandelion-down depends for its spread on its parachute and the aid of kindly winds. Other equally dingy fruits—seeds, that is, without attractiveness—can be conveyed by water as by the wind, or may possess means for adhering to the hair and fur of animals, and of thus securing a free passage to foreign parts. The great goddess Chance, if such a deity be held to preside over living affairs, has also much to do with the distribution of seeds. Does not Darwin tell us of the clod of earth he found adhering to a quail's foot?—the quail, by the

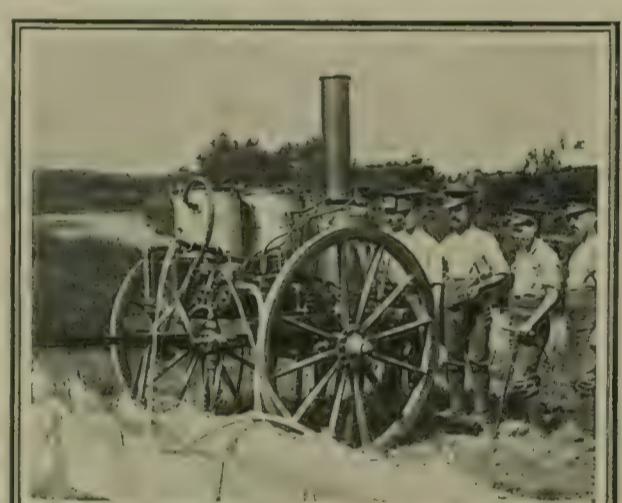
way, being a migratory bird. Out of the seeds contained in the clod, Darwin raised nearly a hundred plants. Think what this must reveal regarding Nature's processes. There must be millions of seeds—that is, fruits—thus transported year by year, and the barren wastes of the world populated by plants. Fruits, therefore, which offer no inducement for animals to eat them can still secure distribution of very wide and perfect kind. It is a different matter when we come to consider the fruits that are as attractive in their way as flowers—more so, indeed, because they offer a substantial reward, in the shape of food, to the bird-creation, and thus enjoy a better chance of conveyance far afield.

The inward meaning of the luscious, bright-coloured fruit is that of its offering a tit-bit to birds. Insects are the floral ministers of the distribution of seeds. What the insect begins in spring and summer, the bird finishes in the autumn when the fruit is ready to fall or be plucked. The apple, the pear, the peach, the plum, and many more fruits, all offer a meal to birds. That man utilises these fruits is nothing to the point in respect of nature's plan. Man may accidentally carry fruits and disperse seeds, but his interest is a selfish one entirely, that of obtaining an agreeable diet. The bird, similarly attracted, no doubt, eats the fruit, but it swallows the seeds. These, uninjured in its digestive system, are distributed broadcast over the earth's surface, and thus the bright tint of a fruit, and its substance offering a meal to the bird, together accomplish what nature desires.—ANDREW WILSON.



ENDING THE WATER DANGER: THE NEW ARMY WATER-FILTER.

The steriliser is worked by means of a small kerosene engine. The apparatus consists of a boiler which generates steam rapidly and provides power for the raising of the water to the desired temperature (120° Fahrenheit) and the working of the pumps which feed the apparatus and pass the water into carts or tanks for transportation.



STERILISING WATER FOR THE ARMY: THE NEW FILTER.



THE FIRST BONTE-BOCKS TO BE SEEN IN ENGLAND FOR FORTY YEARS: THE NEW SPECIMENS AT THE "ZOO."

These Bonte-bocks have just arrived at the "Zoo," and are the first examples of their species to be seen in England for forty years. The Bonte-bok is a native of South Africa, and is the "pied goat" of the Dutch Colonists. It is among the earliest antelopes known to science, and is getting very rare.



PROFESSOR ERNEST RUTHERFORD,
President of the Mathematics and Physics Section of the British Association, who discussed the atomic theory.
Photograph by Maull and Fox.

pose plants succeed in passing in time to fresh woods and pastures new? There must be means and ways whereby seeds are conveyed to distant lands; and the fruit is really the attraction—where it is eatable, that is, and bright coloured—which leads the animal world to assist in the colonial policy of the plant.

The centre illustration on this page shows an ingenious device which has a place on the captain's bridge of many liners, and is a part of the mechanism used in connection with the shutting of the water-tight doors. The particular apparatus of which it is a part enables all the water-tight doors in a vessel to be shut mechanically by hydraulic power, by the moving of a lever. Each water-tight door is marked on the plan by means of an electric light. If any door fails to shut, the electric light that shows that door glows, and thus gives warning of the danger.

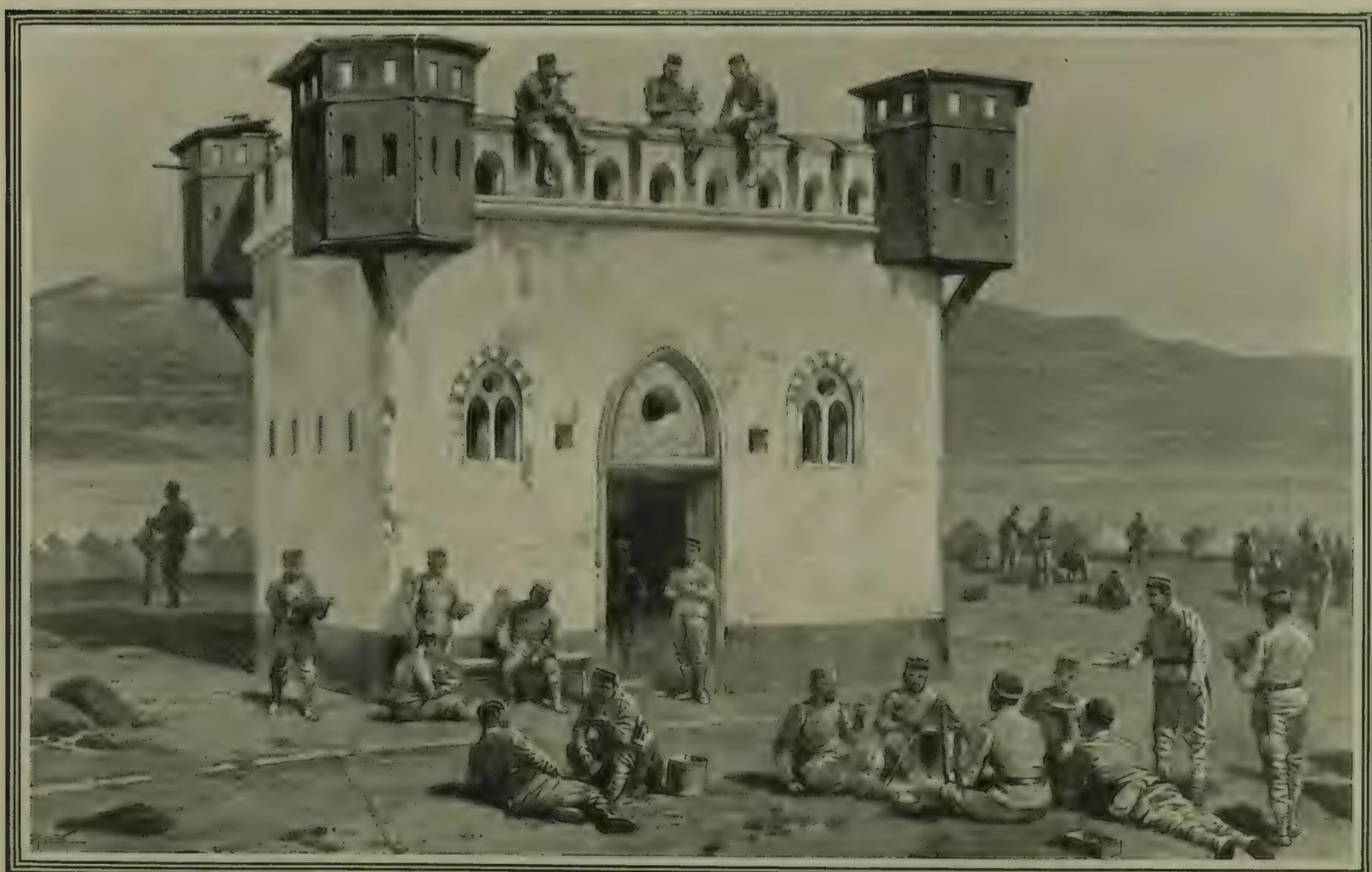
SPAIN AT MELILLA: A FAILURE; AND AN INTERLUDE.

DRAWINGS BY H. W. KOEKOEK FROM SKETCHES BY FREDERIC VILLIERS, OUR SPECIAL ARTIST AT MELILLA.



A SCHEME THAT FAILED, AND SO INCREASED THE DIFFICULTIES OF THE SPANISH ADVANCE: THE FIRST RUSH OF WATER INTO THE MAR CHICA CANAL, BETWEEN MAR CHICA LAKE AND THE MEDITERRANEAN.

Great hopes attached to the beginning of the construction by the Spaniards of a canal across the spit of land that divides Mar Chica Lake from the Mediterranean. Had it been successfully completed, a number of the difficulties of supplying the main army of the Spanish forces with food, ammunition and other requirements would have been done away with. The failure means that the convoys have to pass through country in which they are open to attack at any minute, and that the ammunition for the artillery in particular cannot be taken to the guns as speedily as is desired.



BETWEEN THE ATTACKS: SPANISH SOLDIERS EATING THEIR RATIONS AT ONE OF THE CURIOUS FORTS WITH BOILER-PLATE "ARMOUR" AT MELILLA.

At the beginning of the war between the Spanish forces at Melilla and the Rifians, it was said—a great deal too freely—that the Spanish soldiers were by no means eager to meet the enemy. This has since been denied, and with good cause, for the soldiers have behaved admirably on every occasion. At the moment, at all events, the war is not progressing with the smoothness that is desired by General Marina, and there seems no doubt that the general advance will not take place until the Spanish forces have been very considerably increased in numbers. With particular regard to this drawing it should be said that the little towers at the corners of the fort are protected by means of boiler-plates.

THE IMPERIAL NAVY: VESSELS OF THE FLEETS OF BRITAIN OVER-SEAS.

THE Mother Country is no longer to bear the cost of the whole of the British Fleet! Her Colonies are to help her by providing money, men, and ships. This contribution will take the place of the half-a-million sterling or so now given by the Commonwealth, the Dominion of New Zealand, Natal, and Cape Colony. The new move means that Britain Over-Seas will now take part in the policing of the seas, and so be of great help to the Empire. The organisation will, of course, be entirely in sympathy with that of the Royal Navy as it at present stands.



A SUBMARINE OF THE "C" CLASS, NINE OF WHICH WILL BE ATTACHED TO THE NEW PACIFIC FLEET.

THE Eastern Fleet of the Royal Navy is to be renamed the Pacific Fleet, and will consist of three units: the East Indies, Australia, and China Seas. As far as is at present known, there will be included in each of these units a large armoured cruiser of the new improved "Invincible" class, three cruiser-scouts, six destroyers of the "river" class, and three submarines of the "C" class. This fleet is the result of the meetings between the naval authorities and those representatives of the Colonies who were in this country recently for the Imperial Defence Conference.

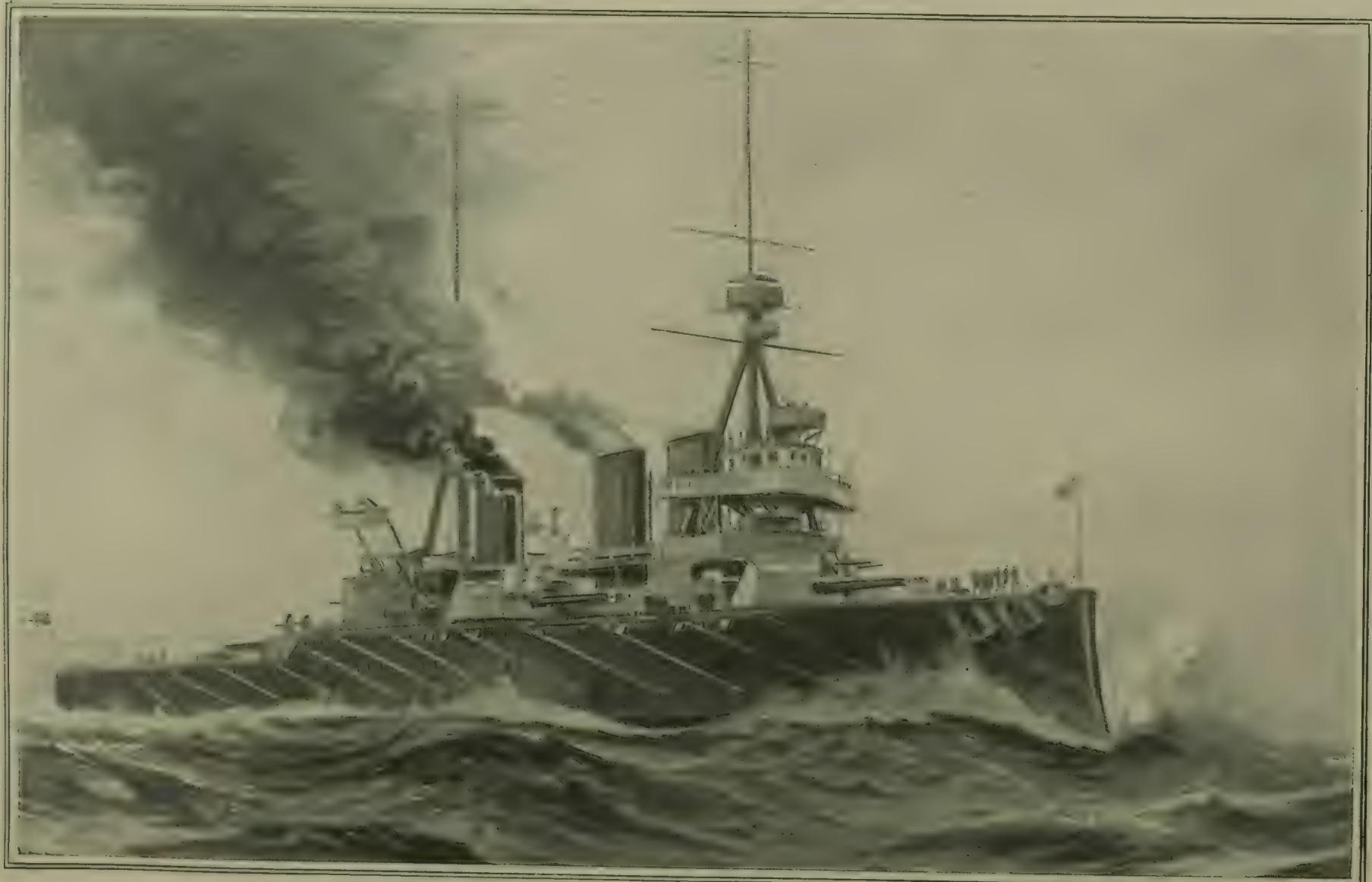


A TORPEDO-BOAT DESTROYER, EIGHTEEN OF WHICH WILL BE ATTACHED TO THE NEW PACIFIC FLEET.

WITH regard to the aid to be given to the Mother Country by the British Dominions beyond the Seas, it should be said that Canada, which will take over the dockyards at Esquimalt and Halifax, is to create a small navy of her own, a navy that will consist of some second-class cruisers and some destroyers. New Zealand is to give a "Dreadnought" cruiser, and will give each year an annual contribution of £100,000 to the Navy. The Commonwealth, like Canada, will have her own fleet, and meantime is to present a "Dreadnought" cruiser instead of the "Dreadnought" battle-ship offered recently. South Africa's contribution is not yet settled, but it is more than likely that she will contribute much in the same way as New Zealand has contributed. The Commonwealth Government, aided temporarily by Imperial funds, will create and keep the Australian unit of the Pacific Fleet, and in due time will take over the Sydney dockyard and other naval works. New Zealand's contribution will go towards the up-keep of the unit stationed in Chinese waters. The battle-ship cruisers are to be of a class not yet built, and will be improved "Invincibles." The business of cruiser-scouts is to seek information as to the weight and disposition of the enemy's fleet, and report to the main fleet. The "river" destroyers can make from 25 to 28 knots, and are nearly all fitted with wireless-telegraphy apparatus. The "C" class of submarines are excellent sea-boats, and can remain under water for three days.

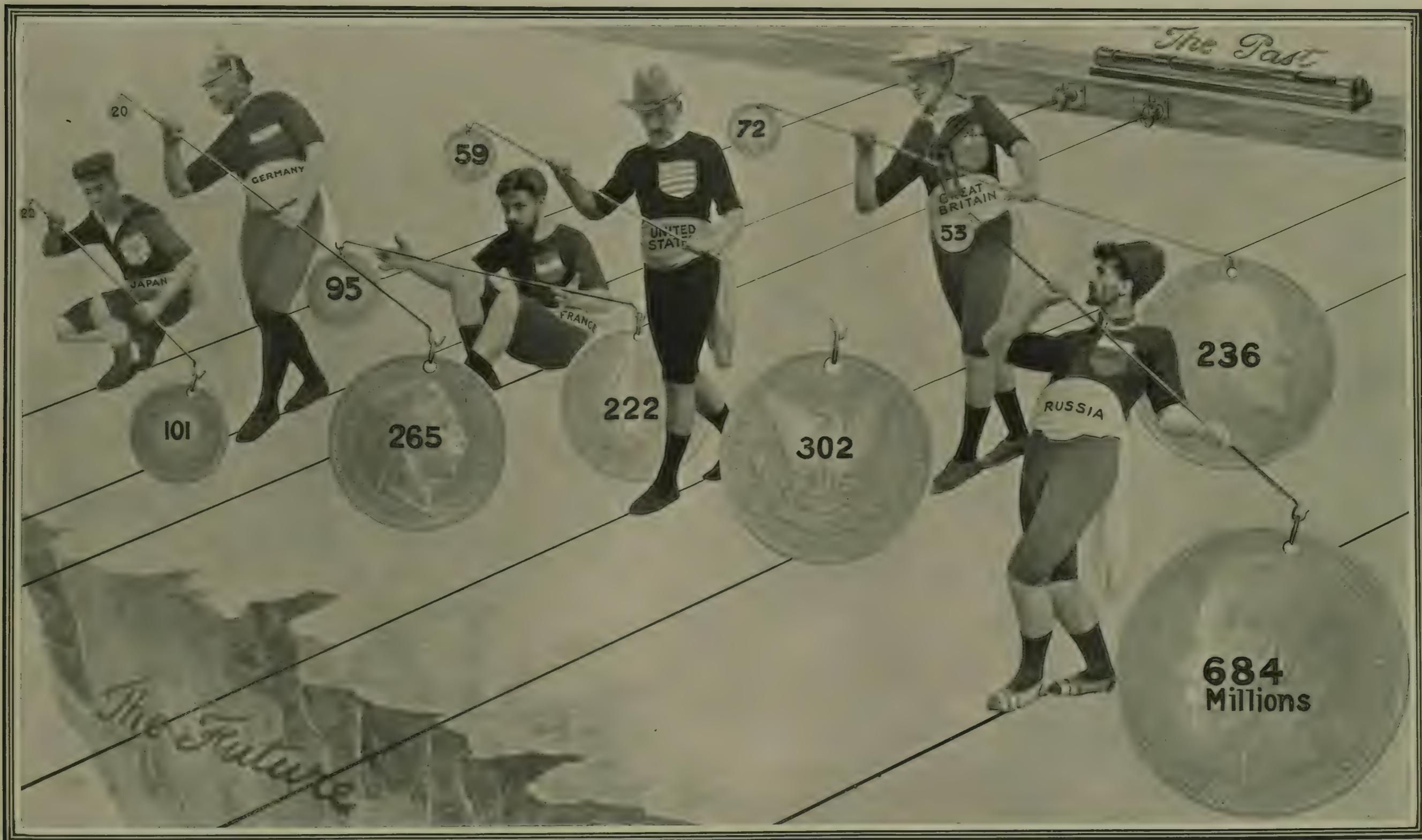


A CRUISER SCOUT, NINE OF WHICH WILL BE ATTACHED TO THE NEW PACIFIC FLEET.



AN ARMOURED CRUISER OF THE NEW IMPROVED "INVINCIBLE" CLASS, THREE OF WHICH WILL BE ATTACHED TO THE PACIFIC FLEET.

THE ROAD TO RUIN: THE POWERS ON THE TIGHT-ROPES OF FINANCE.



FROM THE PAST TO THE FUTURE: THE POWERS' PROGRESS TOWARDS THE ABYSS OF DEBT.

This illustration is of especial interest at the present moment, when there is a serious suggestion (and that emanating from Germany) that some agreement should be come to by which the ever-increasing expenditure of the Powers, and especially Great Britain and Germany, might be lessened. It indicates, by a striking pictorial simile, the relative burdens which their increasing Budgets, due to international rivalry, impose on the chief Powers of the world, and the rate at which they are progressing towards national

bankruptcy. The coins at either end of the pole which each figure is carrying represent respectively the Budget of twenty years ago and the Budget of twenty years hence, assuming that it will increase at the same rate as it has up to the present in each country. The figures on the coins stand for millions of pounds. Thus, the French Budget of twenty years ago amounted, roughly, to £95,000,000. To-day, it amounts to nearly £159,000,000. At the same rate, in twenty years, it will total over £222,000,000.

FROM THE WORLD'S SCRAP-BOOK: NEWS BY PHOTOGRAPHY.



THE WRECK OF THE "MAORI": WORKING THE ROCKET APPARATUS.

The steamer "Maori," which left Capetown in a heavy sea on the night of August 4, with a crew of fifty-five on board, was wrecked an hour after starting on Duiker Point. The crew left the ship in three boats. Two of these were lost, but the occupants of the third, which fouled while being launched, clambered back on to the "Maori." Fourteen men remained clinging to the wreck throughout the next day and night, and two were washed away and drowned. Of the rest, two were rescued by local fishermen, who showed great heroism, and the remaining ten by means of the rocket apparatus from Capetown.

Photo. Illustrations Bureau.
A CHANNEL STEAMER STRANDED: THE MAIL PACKET "LE NORD" AROUND NEAR CALAIS.

Passengers from Dover to Calais by the S.S. "Le Nord" last Sunday had an exciting experience. In the early hours of the morning, in a dense fog, the ship went ashore on the sands close to Calais pier. The passengers, who were mostly on their way to Rheims, were brought off in boats and carried through the surf by porters.



THE "PUDDING LANE" OF OSAKA: THE HOUSE WHICH CAUSED THE GREAT FIRE.

It will be remembered that the Great Fire of London, curiously enough, broke out in Pudding Lane and ended at Pie Corner. The recent fire at Osaka, in Japan, which destroyed 11,000 houses, and swept an area of four square miles, originated in a knitting workshop, the remains of which are shown in the above photograph.

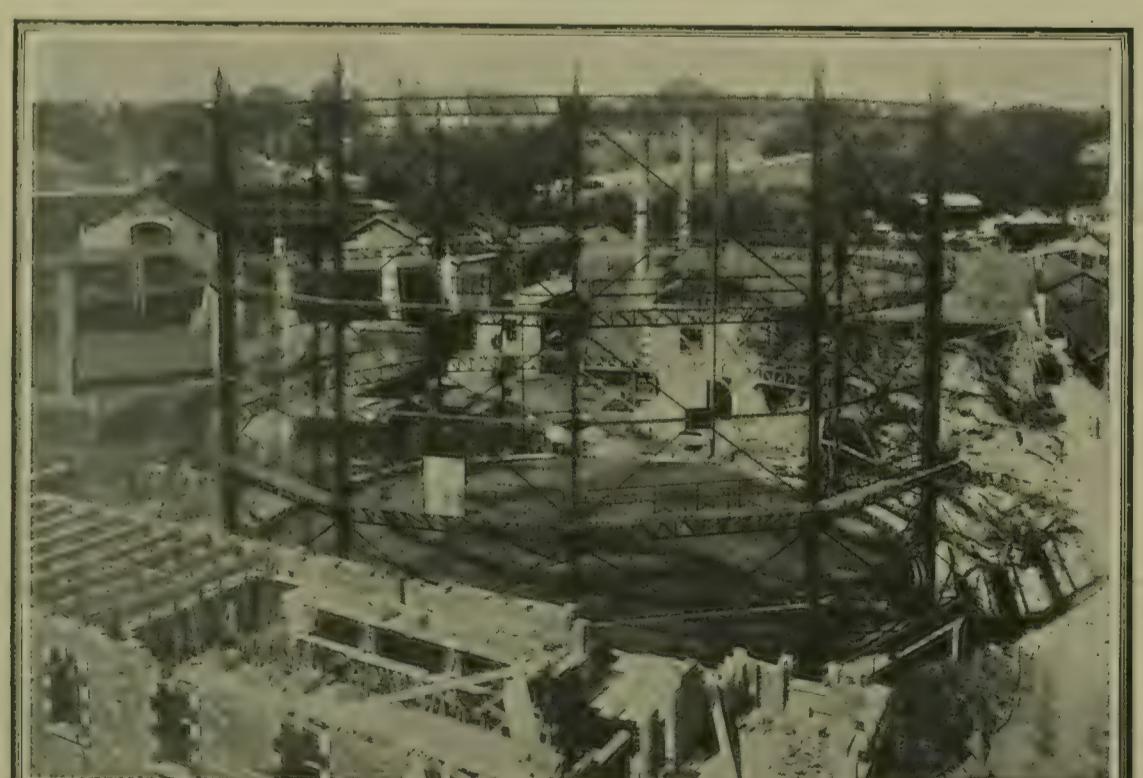


THE "PIE CORNER" OF OSAKA: THE SPOT WHERE THE GREAT FIRE STOPPED.

In many respects the fire at Osaka, in Japan, last month must have resembled the Great Fire of London. The streets were very narrow and crowded, while the houses were of wood, and among other buildings a famous Buddhist Temple was destroyed. The river prevented the fire spreading to the southern side.

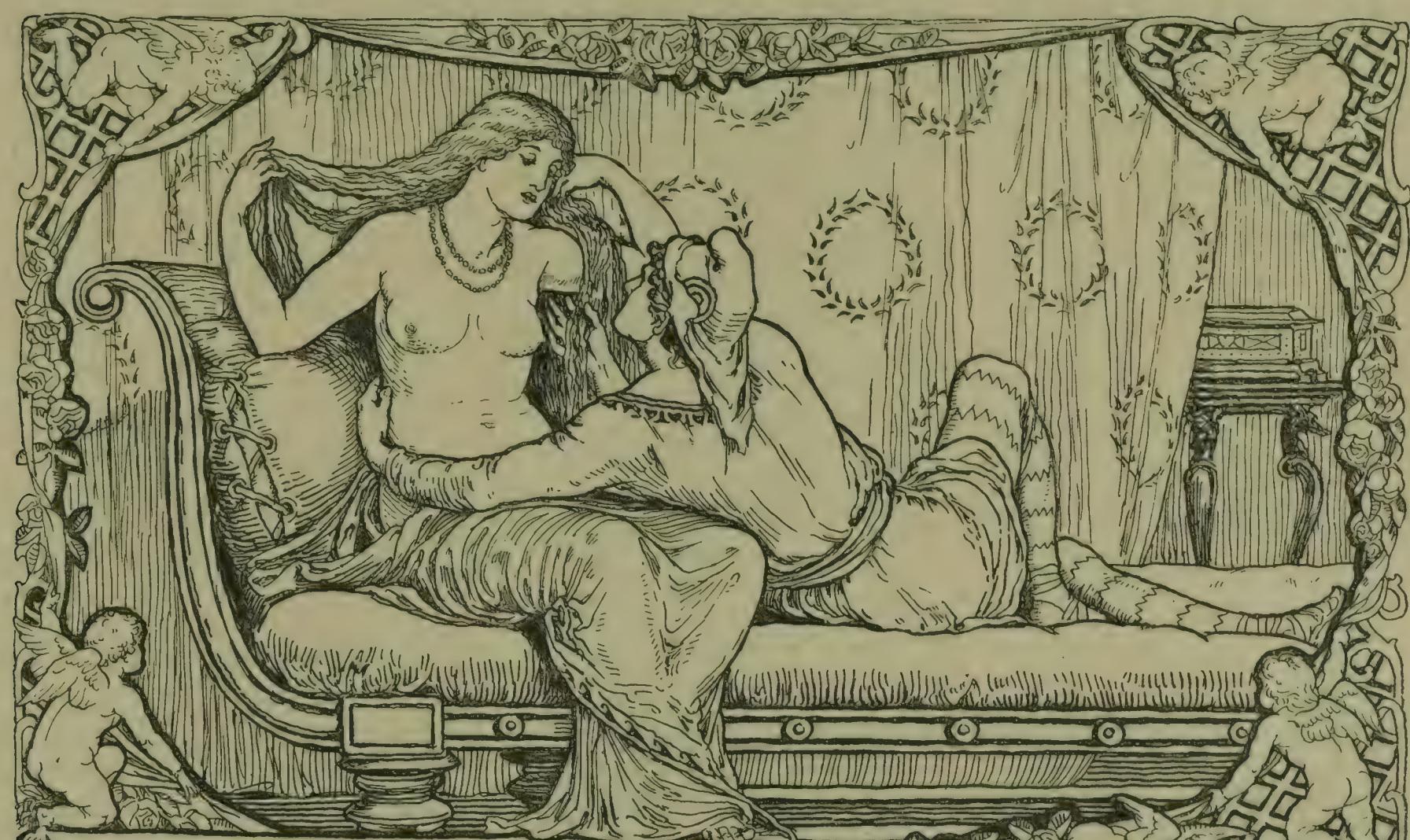
Photo. Illustrations Bureau.
THE COLLIERY ACCIDENT IN SOUTH WALES:
THE BROKEN WINDING-GEAR.

The accident at Ely Pit, Penygraig, Glamorgan, last week, was caused by the breaking of a rod in the reversing gear of the winding-engine. A cage of men was descending and an empty cage ascending. Both fell down the shaft. Six men were killed and 22 injured.

Photo. Trampus.
THE TERRIBLE GAS EXPLOSION AT GENEVA, BY WHICH THIRTEEN MEN WERE KILLED:
THE WRECKED GASOMETER.

Geneva was last week the scene of a terrible explosion, which occurred at the gasworks. Thirteen men were killed, including three engineers, a foreman, and nine workmen, and some thirty were injured. All the windows within a radius of about three miles were broken by the force of the explosion, and many houses near the gasworks had to be hastily abandoned by their inmates, as walls were cracked and fronts thrown down. Trees were torn up by the roots.

By the late SIR THEODORE MARTIN, K.C.B., K.C.V.O., LL.D., J.P.



PARIS · AND · HELEN

NOW REPRINTED FROM THE "BON GAULTIER" BALLADS BY PERMISSION OF THE AUTHOR. ORIGINALLY PUBLISHED IN 1842

AS the youthful Paris presses
Helen to his ivory breast,
Sporting with her golden tresses,
Close and ever closer pressed.

HE said: "so let me quaff the nectar
Which thy lips of ruby yield;
Glory I can give to Hector,
Gathered in the tented field."

LET me ever gaze upon thee,
Look into thine eyes so deep;
With a daring hand I won thee,
With a faithful heart I'll keep.

O my Helen, thou bright wonder,
Who was ever like to thee?
Jove would lay aside his thunder,
So he might be blessed like me.

HOW mine eyes so fondly linger
On thy soft and pearly skin;
Scan each round and rosy finger,
Drinking draughts of beauty in!

TELL me whence thy beauty, fairest,
Whence thy cheeks' enchanting bloom?
Whence the rosy hue thou wearst,
Breathing round thee rich perfume?"

THUS he spoke with heart that panted,
Clasped her fondly to his side,
Gazed on her with look enchanted,
While his Helen thus replied:

BE no discord, love, between us,
If I not the secret tell!
Twas a gift I had from Venus,—
Venus who hath loved me well.

AND she told me when she gave it,
"Let not e'er the charm be known
O'er thy person freely lave it,
Only when thou art alone."

TIS enclosed in yonder casket—
Here behold its golden key;
But its name—love do not ask it,
Tell it I may not, ev'n to thee!"

LONG with vow and kiss he plied
Still the secret did she keep,
Till at length he sank beside her,
Seemed as he had dropped asleep.

SOON was Helen laid in slumber,
When her Paris rising slow,
Did his fair neck disencumber
From her rounded arms of snow;

THEN her heedless fingers opeing
Takes the key and steals away
To the ebony table groping,
Where the wondrous casket lay;

EAGERLY the lid uncloses,
Sees within it, laid aslope,
Fragrant of the Sweetest Roses
Cakes of PEARS Transparent
Soap!



LADIES' PAGE.

AN interesting feature in the important memorial recently unveiled at Westminster to that great statesman, the late Marquess of Salisbury, is that amongst his ancestors represented in the bas-reliefs is Mildred Coke, the wife of Cecil, first Lord Burleigh, Elizabeth's chief Counsellor. It was a sign of her early wisdom that the great Queen immediately appointed Cecil to be her right-hand Minister, even before she left Hatfield, where she learnt the news of her accession; and we may still read the charge that she gave him when she handed him the staff of office—that he should never advise her for her pleasure, but always as he thought right, and in return she promised him her grateful support. All his life he had that support; he alone never fell out of favour, though his advice was not always followed by the Queen; and when he died she gave his office to his son. Now, Elizabeth knew Burleigh in the first place through his wife: Lady Burleigh was, as papers remaining at Hatfield show, "as good a politician as her husband." She was Burleigh's second wife, but she was the mother of Robert Cecil, who succeeded his father in his State office, and who founded the family of which the late Marquess of Salisbury was the head. Lady Bacon (mother of the great philosopher whom some would have us believe to be also the writer of Shakespeare's plays) was Lady Burleigh's sister; and a third sister, Lady Russell, was as famous for her learning in her own day as her sisters. At one time, the little Princess Elizabeth and her brother, King Edward VI., shared the studies and emulated the learning of these clever girls; and no doubt it was the marriage of Mildred Coke to Cecil that first introduced him to Elizabeth's notice. All of which makes it very suitable that Lady Burleigh's effigy should accompany that of her husband on the memorial erected to-day to their distinguished descendant who served another great English Queen with such devotion.

Great ancestry is stimulating and deeply interesting to those who possess a clear record of their claims. Other people should avoid pretensions that they cannot maintain. Formerly, people would coolly adopt any crest belonging to a family of the same name, and heraldic piracy was rampant. Heraldry and genealogy have not escaped the twentieth-century spirit of criticism, and no self-respecting person now displays armorial bearings to which he cannot *prove* his right. The use of the crest without the coat of arms is nowadays looked upon with some suspicion by those who understand armoury—and they are exceedingly numerous, thanks to the position taken up by Mr. Leo Culleton, of 92, Piccadilly, in authentic heraldry.

During September, there is to be an Exhibition of Women's Work held at Olympia. All such displays are open to one great objection—namely, that the bulk of the work done by our sex does not lend itself to separate showing



FOR A COUNTRY-HOUSE DINNER.

Gracefully draped soft white satin, with under-bodice and sleeves of chiffon, and trimmings of gold passementerie and fringe, build this tea or dinner gown.

forth. The fact is so even as regards the industrial occupations. Women's work is so mixed up with men's that it cannot be exhibited separately. This is true, for instance, of the largest of all the non-domestic occupations followed by women—the textile manufactures of Lancashire and Yorkshire. It is even more clear that the domestic work of women cannot be shown, and such great female professions as nursing and school teaching are also not "exhibitible." Still, there will, no doubt, be much that is very interesting. Amongst others, a crèche in full working order will be shown by the kindly lady who has chosen this as her pet philanthropy, Muriel, Viscountess Helmsley. It is an admirable work—taking charge for the day of the infants of poor women who are obliged to go out to earn their family's living. Lady Helmsley will be personally in charge of her crèche during the first week in September. There will be a bank managed by women clerks; this is an American idea, several of the great banks in the United States having a "lady's department" so officered. Then there are to be a girl-scouts' camp, a woman's fire-brigade, giving displays, a show of women's inventions, and stalls to sell needlework.

This is absolutely the dullest time of year in the world of dress; but one new feature has been developed for the shooting frocks and hats—that is, the great pliability and exquisite colouring of leather. This lasting and warm and waterproof fabric is now being produced with a surface almost as lustrous as satin, and in every shade. It is still employed in strong, solid guise and in plain, dark-tan shades, for edging the gowns that are worn to tramp over stubble or drag through heather; but for entire coats, as well as for knockabout slouch-hats, and for trimmings and belts, the new fine and delicately dyed leather is selected. There is absolutely nothing so nice for a hat that is to withstand rain and wind, whether on the moors or in motoring. Suede leather is so light and soft that it does not fidget the wearer by weight or pressure, nor is it excessively hot on the head. Motor-bonnets are made in it, as well as slouch-hats; the trimming consists merely of a band of the same material, ending in a knot or bow, with short fringes to finish it off.

FILOMENA.

Messrs. Smith, Elder, and Co. have sent us the first volume—"The Slave of the Lamp"—of their new thin-paper edition of the novels of Henry Seton Merriman. The series includes fourteen volumes, at two shillings net each in cloth and three shillings net in leather, and they are to appear one at a time week by week, the last being due on Nov. 17. The book is excellently printed in large, clear type, and bound in the daintiest style of the classical reprint. Many lovers of what is best in modern fiction will, no doubt, add this set to their library. A sketch of Merriman's career is prefixed to the first volume, but, by his own wish, there is to be no full biography.

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‘It is only through woe that we are taught to reflect, and we gather the Honey of Wisdom not from flowers but THORNS.’—*Lord Lytton.*

THE JEWELS OF OUR EMPIRE.

‘The Youth of a Nation are the Trustees of Posterity, for a Nation Lives in its Children.’

WHAT IS A LIBERAL EDUCATION? A KNOWLEDGE OF THE GREAT AND FUNDAMENTAL TRUTHS OF NATURE.

‘That man, I think, has had a liberal education who has been so trained in youth that his body is the ready servant of his will, and does with ease and pleasure all the work that, as a mechanism, it is capable of; whose intellect is a clear, cold, logic engine, with all its parts of equal strength and in smooth working order; ready, like a steam-engine, to be turned to any kind of work, and spin the gossamers as well as forge the anchors of the mind; whose mind is stored with a knowledge of the Great and Fundamental Truths of Nature. . . . Whose passions are trained to come to heel by a vigorous will, the servant of a tender conscience, who has learned to love all beauty, whether of Nature or of Art, to hate all vileness, and to respect others as himself. Such an one and no other, I conceive, has had a liberal education, for he is in harmony with Nature. He will make the best of her and she of him.’—*Huxley.*

‘WHO ARE THE HAPPY, WHO ARE THE FREE? YOU TELL ME AND I’LL TELL THEE.

Those who have tongues that never lie,
Truth on the lip, truth in the eye,

To Friend or to Foe,
To all above and to all below;

THESE ARE THE HAPPY, THESE ARE THE FREE; SO MAY IT BE WITH THEE AND ME.’

‘KNOWLEDGE IS PROUD THAT HE HAS LEARNED SO MUCH. WISDOM IS HUMBLE THAT HE KNOWS NO MORE.’—*Cowper.*



Cornelia, daughter of Scipio Africanus, and Mother of the Gracchi, being desired by a Lady who had been showing her fine Jewels to indulge her with a sight of hers, Cornelia presented her children, saying she looked on them as her Jewels, having educated them with hygienic care for the Service of their Country.

‘As Health is such a blessing, and the very source of all pleasure, it may be worth the pains to discover the region where it grows, the spring that feeds it, the customs and methods by which it is best cultivated and preserved.’—*Sir W. Temple.*

‘WE ARE AS OLD AS OUR ARTERIES.’—*Virchow.*

‘The cause of Old Age is the accumulation of waste matters in the body. Under the influence of these poisons nutrition is impaired, the ordinary functions of life are disturbed, and the arteries, as well as other tissues, take on degenerative changes, and result in a calcareous condition. The smaller branches of the arteries shrivel up, thus interfering with the circulation of the blood through the organs of digestion and the heart itself, and the mental and physical feebleness of old age supervenes . . . It is the disturbance of the nutritive processes that results from the over-accumulation of tissue poisons.’—*KELLOG.*

‘To every Natural Evil the Author of Nature has kindly Prepared an Antidote.’—*Rush.*

The human body has unfortunately a power of auto-intoxication, i.e., of poisoning itself unless certain deleterious products are quickly removed from the alimentary system. There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

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‘Where Eno’s ‘Fruit Salt’ has been taken in the earliest stages of a disease, it has, in innumerable instances, prevented a Serious Illness. Its effect upon any Disordered, Sleepless, or Feverish Condition is simply Marvelous. It is, in fact, Nature’s Own Remedy, and an Unsurpassed One.

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THE CHRONICLE OF THE CAR.

THE Horseless Sunday in the City of Westminster has been ruled out of court by the refusal of the omnibus companies to lend it their countenance. One wonders just why they are found in opposition, for

horseless already on every seventh day. I see the *Automobile* scoff at the Horseless Sunday, but suggests a motorless Monday in lieu thereof, with a view of letting the great B.P. realise just how they would be inconvenienced by the entire absence of the motor-traffic by which they now profit so much, and at which a certain prejudiced section of them never ceases to gird.

A Parliamentary busybody lately made the Automobile Association scouts the subject of a question to Mr. Herbert Gladstone in the House of Commons. Of course, he wanted to know, you know, but it did not appear to me that much satisfaction to gentlemen of his kidney was to be derived from the reply vouchsafed to him. If the scouts, said Mr. Gladstone, hampered the police in the execution of their duty, Parliament would have to interfere; but I fancy much water will flow under London Bridge before the House of Commons will pass enactments making it a punishable offence for a British subject, be he A. A. scout or private personage, to prevent the commission of offences.

I see the question of front-wheel skidding has been discussed by a motor-paper, and the strong advice of the head of the house of Michelin in this country quoted on the subject. M. Marc Wolff strongly urges the use of a steel-studded non-skid on the near side steering-wheel as a sure preventive of what is the most

scaring and the riskiest thing that can happen to a motorist. It is quite true that the use of Allen-Liversidge front-wheel brakes avoids side-slips due to braking, but they do not, and cannot, prevent the side-slither of locked-over front-wheels on a greasy road. Luckily, this does not often happen; but when it does, it is like the Counsellor's laugh in "Lorna

Doone"—"a truly frightful thing." Of course, the extra expense of steel-studded non-skids makes people take the risk.

Nine times out of ten, when a case of inconsiderate, hoggish driving is noticed, it will be found that a paid driver is at the wheel of an empty car, or that he is out on what the Americans call a "joy drive." The joy, such as it is, is strictly confined to himself and his companion. In every case observed by anyone who has the best interests of automobilism at heart, the number of the car should be noted, and a brief description of the incident sent to either the Secretary of the Royal Automobile Club, 119, Piccadilly, or the Secretary of the Motor Union, 1, Albemarle Street.



THE MOTOR WHICH CAUSED A PROTEST: MR. FARMAN'S "GNOME," WITH WHICH HE WON THE GRAND PRIX AT RHEIMS.

A protest was lodged by M. Latham against the Grand Prix being awarded to Mr. Farman, owing to the fact that he had changed his original motor for a 7-cylinder "Gnome." Had it been done surreptitiously the objection might have been upheld, for the rules forbade any modifications during the meeting. But Mr. Farman had informed the Sporting Committee and received their sanction.

assuredly the time is at hand when the horse-drawn omnibus will be no longer seen in the streets of our great cities. The energetic gentleman responsible for the proposal now rests his faith on the Corporation of the City of London, who have just been endowed with powers to regulate the traffic as seemeth best unto them within the great square mile. The Horseless Sunday, at least so far as some streets in the City are concerned, could therefore be arranged, save that the City is almost



Photo, Branger.
THE REAL WINNER OF THE GORDON-BENNETT AVIATION CUP:
THE CURTISS MOTOR.

Seeing that an aeroplane is powerless without its motor, upon whose resources depends the length of flight it can accomplish, it is perhaps permissible to describe the motor of Mr. Glen Curtiss's aeroplane as the real winner of the Gordon-Bennett Aviation Cup at Rheims. This was given for the aviator who should fly 20 kilometres (12 miles 540 yards) in the shortest time. Mr. Curtiss did it in 15 min. 50-5 sec.

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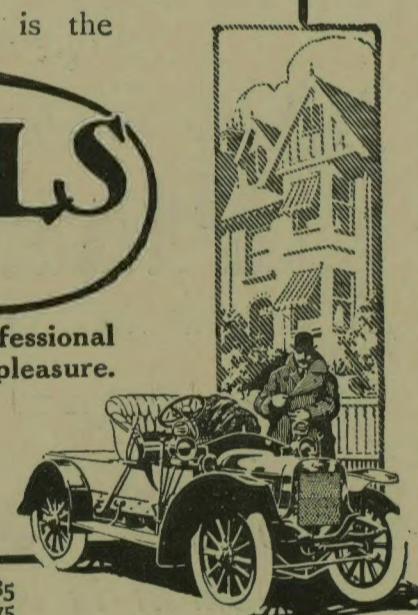
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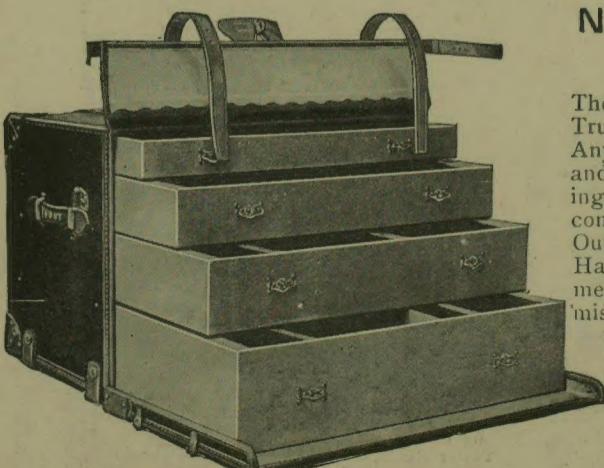
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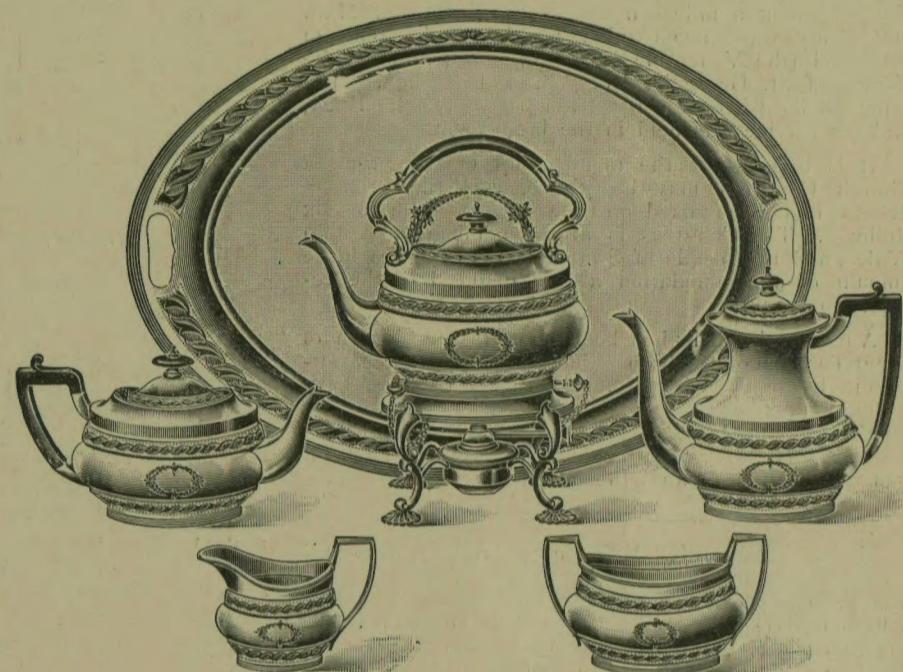
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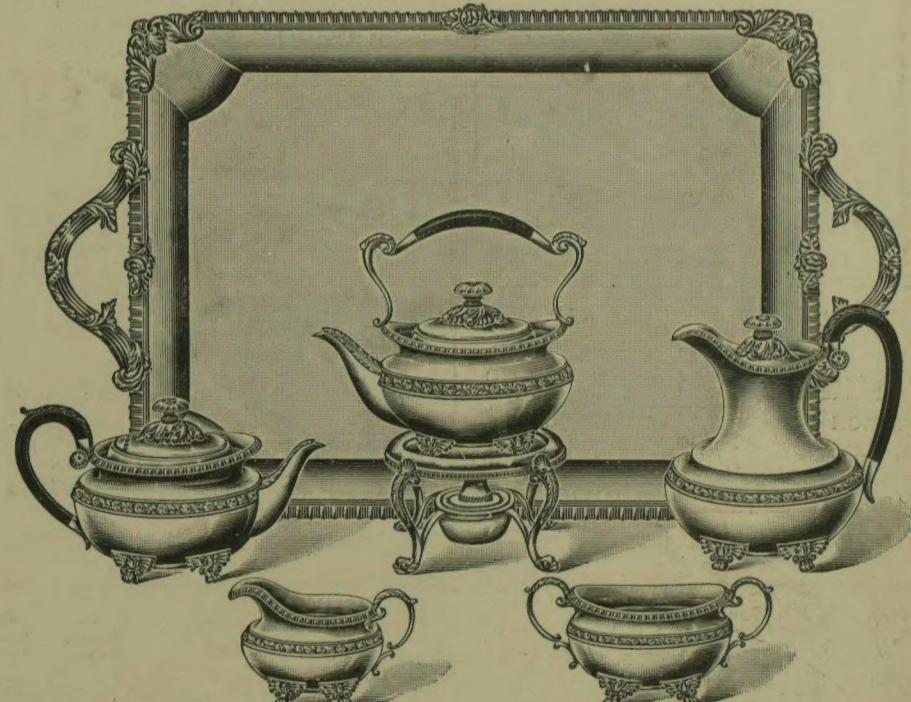
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ECCLESIASTICAL NOTES.

BISHOP WELLDON, in his remarkable sermon at the consecration of the Archbishop of Sydney and the Bishop of Singapore, spoke some earnest words on the future of missions. "Christianity," he said, "is the only religion endowed with the promise or potency of becoming the universal religion of mankind. If ever there is only one religion in the world, it will be the religion of Jesus Christ. No honest or thoughtful person supposes that the whole world may become Mahomedan or Buddhist or Hindu, but it may become Christian. Already Christ has demonstrated the power of the Cross to draw converts from every nation under heaven."

The Archbishop of Sydney will preach in Manchester for the last time before sailing on Sunday, Sept. 19. He will travel to Sydney by the *Otranto*, an Orient liner, which leaves the Thames on Oct. 1, and Marseilles on Oct. 8. The lay readers of the diocese of Manchester are presenting to Dr. Wright an archiepiscopal seal in remembrance of the work done by him on their behalf during the last five years.

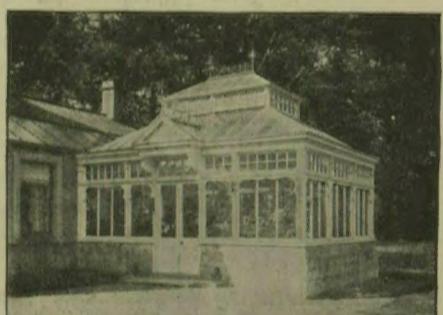
The Bishop of Sodor and Man (Dr. Drury) has held a service in the Chickers Rock Lighthouse, which is situated about a mile south-west of the Calf of Man. Dr. Drury was accompanied by the Archdeacon of Liverpool (the Venerable T. J. Madden), and by the Vicars of St. George's, Douglas, and Rushen. The principal light-keeper showed the party over the Rock, and the service was held in the lamp-room.

It is hoped that the membership of the Swansea Church Congress may be £4000, and the price of tickets has been fixed at the popular sum of six shillings. The Congress is arousing much interest in Wales, and the people of Swansea are placing a large amount of accommodation at the disposal of the reception committee.

A new peal of bells has been hung in the Church of Brent Tor, one of the highest buildings for religious worship in England. The Bishop of Exeter performed the dedication ceremony. The Vicar, the Rev. R. J. French Smith, welcomed Dr. Robertson on the Tor. The Bishop's address was given from a rock, as the church itself was too small to contain the large audience. V.

Under the title of "A Guide to Angling Resorts," the Great Northern Railway Company has issued a book which should prove very useful to anglers. It has been written by Mr. J. H. R. Bazley, a well-known Yorkshire fisherman, and, besides describing the many attractive waters on the Great Northern system, devotes several pages to useful hints on such subjects as tackle, baits, etc. The book may be had at any Great Northern station or office, or from the Chief Passenger Agent, King's Cross Station, London; price 3d., or by post 6d.

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TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

RUDOLF L'HERMET.—Any contribution of yours is most acceptable.

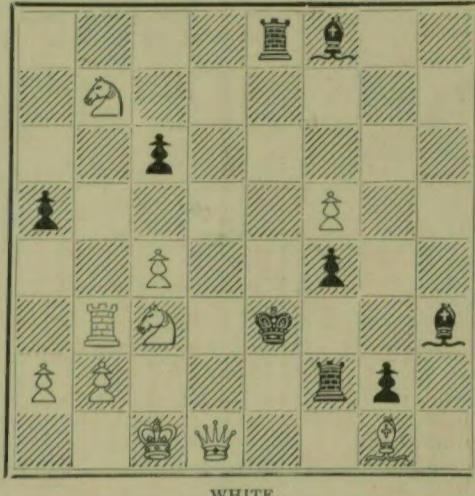
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SOLUTION OF PROBLEM NO. 3405.—By T. KING-PARKS.

WHITE BLACK
1. K to Q 6th Any move
2. Mates accordingly.

PROBLEM NO. 3408.—By H. E. KIDSON.

BLACK.



WHITE.

White to play, and mate in three moves.

CHESS IN SCARBOROUGH.

Game played between Messrs. MACKENZIE and JACOBS.

(Queen's Pawn Game.)

WHITE (Mr. M.)	BLACK (Mr. J.)	WHITE (Mr. M.)	BLACK (Mr. J.)
1. P to Q 4th	P to Q 4th	Black is obliged to take off the Knights first, for if so, P takes B, 2. Kt to K 6th wins the exchange. But he is the gainer by the exchange, notwithstanding the loss of a Pawn.	
2. P to Q 4th	P to Q 3rd	21. B takes B	P takes B
3. Kt to Q B 3rd	P to Q 4th	22. B takes R P	Q to B 4th
4. B P takes P	K P takes P	23. B to Q 4th	K to B 2nd
5. Kt to B 3rd	Kt to Q B 3rd	This Knight now becomes a most effective force, and completely breaks up White's position.	
6. P to K Kt 3rd	B to B 4th	24. P to K R 4th	P to K Kt 4th
7. P to Q R 3rd	Kt to B 3rd	25. Q to Kt 2nd	Kt to R 3rd
8. B to Kt 2nd	B to K 2nd	26. P takes P	Q takes P
9. Castles	Castles	27. Q R to B sq	Kt to B 4th
10. P takes P	B takes P	28. R to B 5th	P to Kt 3rd
11. P to K 3rd	Q to Q 2nd	29. R to B 6th	Q to R 4th (ch)
12. P to Q Kt 4th	B to Q Kt 3rd	30. K to Kt sq	R takes B
13. Kt to K 2nd	Q R to Q sq	31. P takes R	Q to B 6th
14. B to Kt 2nd	Kt to Kt 5th	32. P to Q 5th	
15. P to R 3rd	B takes Kt	This loses right off. R to B 3rd would have delayed matters.	
A weakening move, the full effect of which appears later on.			
16. K to R 2nd	Kt to R 3rd	33. Q takes P (ch)	R takes Q
17. Kt (B 4) to Q 4	P to B 3rd	White resigns	
18. Q to Kt 3rd	B to K 5th		
19. B takes B	K to R sq		
20. Kt takes Kt	K takes Kt		
Kt to R 5th			
B takes Kt			

15. K to R 2nd
16. Kt (B 4) to Q 4
17. B to K 5th
18. K to R sq
19. B takes B
20. Kt takes Kt

Kt to R 3rd
P to B 3rd
B to K 5th
K to R sq
K takes Kt
B takes Kt

This loses right off. R to B 3rd would have delayed matters.

32. P to Q 5th

33. Q takes P (ch)

White resigns

CORRECT SOLUTIONS OF PROBLEM NO. 3400 received from Arun Singha (Calcutta), C. A. M. (Penang), and F. R. Hanstein (Natal); of No. 3401 from Arun Singha, Victor de Chesne (Washington), and Pestonji Jiranji (Hyderabad, Deccan); of No. 3403 from C Field junior (Athol, Mass.), Henry A. Seller (Denver), and W. J. (Toronto); of No. 3404 from Douglas (Scone), Mrs. Kelly (Lymington), J. B. Camara (Madeira), C Field junior, A Chaves (Lisbon), and F. Henderson; of No. 3405 from L. W. Schrader (Tilbrook), Mrs. Kelly, F. R. Pickering (Forest Hill), J. D. Tucker (Ilkley), and J. Wosley (Exeter).

CORRECT SOLUTIONS OF PROBLEM NO. 3406 received from Major Buckley (Instow), Hereward (Brixton), R. Worts (Canterbury), G. W. Threader (Northampton), T. Turner (Brixton), H. S. Brandreth (Weybridge), M. Folwell, Theodore Roberts (Blackpool), A. G. Beadell (Winchelsea), J. D. Tucker, J. Santer (Paris), E. J. Winter-Wood, Sorrento, Captain J. A. Challice (Great Yarmouth), A. W. Hamilton Gell (Exeter), G. W. Moir, J. A. S. Hanbury (Birmingham), R. C. Widdecombe (Salisbury), Ernst Mauer (Berlin), T. Roberts (Hackney), Mark Dawson (Horsforth), S. Schulz (Vienna), F. R. Pickering, J. Coad (Vauxhall), J. Cohn (Berlin), J. F. G. Pietersen (King's Lynn).

"SAINT TERESA OF SPAIN."

(See Illustrations on "At the Sign of St. Paul's" page.)

THERE have already, of course, been numerous biographies, including several in English, of the devout nun who reformed the Carmelite Order in Spain in the sixteenth century. But the life of St. Teresa is one of those which are perennially interesting from new points of view, and to which each generation applies the standard of its own ideas and ideals. There was, therefore, ample room for such a work as "Saint Teresa of Spain," by Helen Hester Colvill (Methuen), which treats the subject not so much from the religious standpoint as from that of the modern thinking woman of the world. "I have aimed rather," she writes, "at the sympathetic of every creed; chiefly, perhaps, at the women who, daily reaching forth into new spiritual domains, are glad to claim solidarity with the great women who have gone before. . . . Teresa . . . is one of the world's great single women—that one of the virgin saints who seems nearest to us in method and practice. . . . I have wished to dwell not on the accidents of her age and sphere, but on the ideas which moved her; and, so far as possible, I have tried to give them in her own words." The execution of the plan and principle thus clearly explained has resulted in a fascinating book, which will attract not only religious readers, but all who are interested in Spanish social history and in women's lives and occupations generally. The author has evidently done her work with painstaking thoroughness, and has consulted a large number of authorities. But her style is not clogged with the learning she has absorbed, and it has a welcome vein of humour, not too common in lives of saints. The volume contains twenty excellent illustrations, including portraits, facsimiles, and views of places associated with St. Teresa's career.

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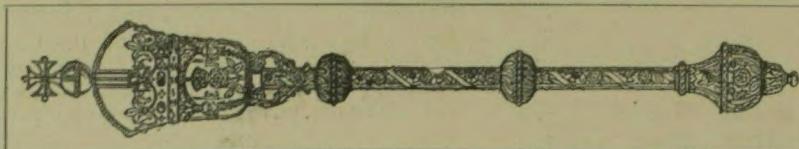
WILLS AND BEQUESTS.

THE will (dated April 1, 1890), with three codicils, of Mr. SAMUEL HENRY FAUDEL-PHILLIPS, of 17, Grosvenor Street, and Mapleton, Edenbridge, Kent, who died on May 30, has been proved, the value of the real and personal estate amounting to £326,782. The testator gives to his wife £1000 and his jewels, horses, carriages, and wines, and during widowhood £4000 a year and the use and enjoyment of 17, Grosvenor Street, or an annuity of £2000 should she again marry; to his son Henry, the

Mapleton farm and lands; to Henry John Davis, £500; to his coachman, Frederick Leggatt, £200; and the residue, as to one half, to his son Henry, and the remaining moiety, in trust, for his other children.

Sept. 8, 9, and 10. First and second class return tickets, at 39s. 3d. and 30s. 3d. respectively, will be issued by the 10 a.m. and the 8.45 p.m. from Victoria, and the 8.45 p.m. from London Bridge. Third-class return tickets, at 26s., will also be issued by the evening trains.

As autumn approaches, the call of the East begins to make itself heard. The Peninsular and Oriental Company have issued booklets descriptive of the autumn cruises of their steam-yacht *Vectis* from London and Marseilles to Constantinople, the Holy Land, Egypt, etc. Copies may be had on application at the company's offices.



SYMBOL OF REPRESENTATIVE GOVERNMENT: NEW MACE FOR THE NEW ZEALAND PARLIAMENT.

The mace, which is a superb specimen of the goldsmith's art, is of solid silver heavily water-gilt. The vase-shaped head bears in panels the Rose, with the Crown and initials E.R., the Thistle, and the Harp, and the cognisance of New Zealand with the initials N.Z. It is being conveyed to New Zealand by the Right Hon. Sir Joseph Ward, who sailed from England with it last week. The work was entrusted to the Goldsmiths' and Silversmiths' Company, Ltd., of 112, Regent Street, London.

The will (dated March 10, 1908) of MR. RICHARD HOLT BRISCOE, of Chillington Hall, Staffordshire, who died on July 2, is now proved, the value of the estate being £238,069. He gives the Pendry Hall estate and all real property in the parish of Cod-sall and £12,000 in trust for his daughter Mary Constance Giffard; £30,000 in trust for each of his daughters, Agnes Florence and Isabel Marian; £25,000 in trust for each of his daughters, Eleanor Gertrude Hornsby, Emily Cross, and Ada Royds; £800 for the servants; and the residue to his son, William Arthur Briscoe.

The will (dated Sept. 16, 1907) of Mr. Thomas Firth, of Red Garth, Ben Rhydding, Yorks, is now proved, the value of the estate being £117,026. He gives £1000 each to the British and Foreign Bible Society, the China Inland Mission, and the Wesleyan Foreign Missionary Society; £200 to the Bradford Tradesmen's Benevolent Institute; £150 to the Bradford Railway Mission; £100 for the poor people connected with the Clayton Lane Mission; £150 for Missionary Work in South India; £200 a year to his sister Emma; £500 and the household effects, and during widowhood, an annuity of £500 to his wife, £10,000 to his son Eustace George, and the residue in trust for his four children.

The will of LADY LEIGH, of Stoneleigh Abbey, Kenilworth, and Hertford Street, Mayfair, who died on April 28, is now proved, the value of the estate being £137,876. The testatrix directs that all property over which she has a power of appointment under the will of her father, the late Nelson Marvin Beckwith, is to be held upon the trusts of her marriage settlement, and the residue of her property she gives to her husband, Lord Leigh.

The following important wills have been proved—
Mr. William E. Westrup, 27, Shooters Hill Road, Blackheath £97,152
Sir Hugh H. Smiley, Bart., Drumalies, Larne, and Gallowhill, Paisley £96,230
Sir J. S. Barrington Simeon, Bart., of Swainston, Isle of Wight £94,927

In connection with the Vintage Fêtes at Bordeaux the Brighton Railway Company have arranged a fourteen-day excursion to Paris on Wednesday, Thursday, and Friday,



THE MICHELIN AEROPLANE TROPHY.

The Michelin Tyre Company, Ltd., have offered a trophy, value £500, carrying with it a prize of £500, for the longest flight by a British aeroplane in this country, up to March 31, 1910, and the same amount has been offered each year for the next five years. The Michelin Tyre Company are manufacturing sheeting used by aeroplanes. Latham's machine, in his great flight at Rheims last week, was fitted with Michelin sheeting.



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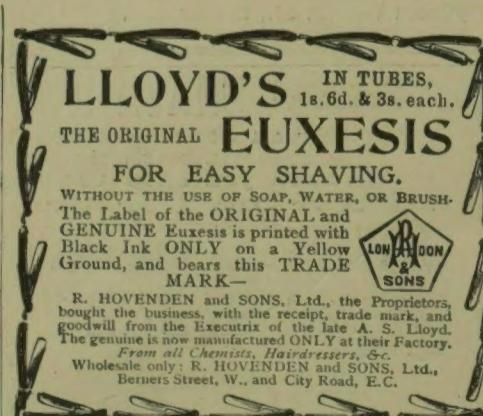
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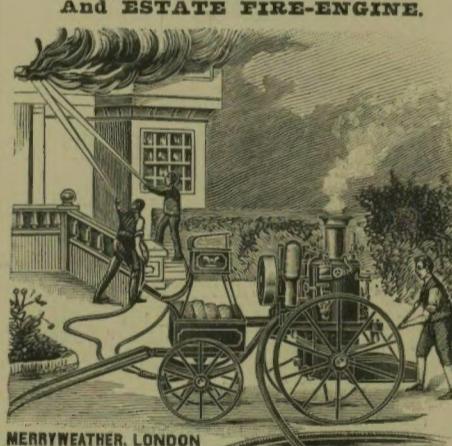
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